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American Railroad Journal.

New York, Saturday, January 21, 1865.

Important to Miners.

"The United States Disintegrating Ore Company," organized under the State Laws of New York, have purchased from the inventor a perfected process for the treatment of ores, whereby the most unmanageable argentiiferous, auriferous and other ores are fully and completely desulphurized and oxydized. By this process the assay can be reached, or, as nearly so as is possible, certainly 95 per cent of it expeditiously and cheaply, and with far less original outlay than is possible by any other known process. Large quantities can be treated in a single apparatus, reaching without difficulty 50 tons per day of 24 hours. Letters Patent have been secured by the Company, amply protecting their rights, and active measures are being taken to introduce their valuable process to the notice of the Mining interests. Temporary office, No. 74 Broadway, Rooms 14 and 15.

Philadelphia and Reading Railroad.

The receipts from operations of this road for the fiscal year ending November 30, 1864, were:

From 342,252 passengers	\$909,882
" freight on 807,106 tons mdze	953,776
" " 3,065,577 tons coal	7,208,775
" U. S. mail	23,497
" other sources	178,411
Gross receipts	\$9,269,341
Gross expenses	4,961,191

Rec'dts over cost of work'g the road \$4,308,150

The following tabular statement in detail for each branch of traffic shows the comparative results of the year:

	1863—Passengers	1864—Passengers
Travel	Tons.	Tons.
Merchandise	673,143	807,106
Coal	4,897,200	3,065,577
Mail	21,309	23,497
Miscellaneous	94,730	10,3
Gross receipts	\$9,269,341	\$3,016,430
Gross expenses	4,961,191	2,045,082

Net profit \$3,386,743

Gross expenses including renewal fund in the year 1864 were \$3,52

Increase 6.88

The receipts and expenses per passenger and per ton, have been as follows:

1863.	1864.
Cost.	Cost.
\$0 91.3	\$1 13.7
0 50.3	2 18.2
0 47.0	2 36.0
Received.	Received.
\$2 67.3	\$2 66.5
1 03.2	1 03.0
0 63.0	0 81.0

The gross receipts from passengers and merchandise in the year 1862 were \$926,980

Year 1864 were 1,868,658

The result of the year's business as condensed

from Transportation and Income Account, may be stated thus:

Receipts over cost of working the road \$4,308,150

From which deduct—

Interest on bonded debt	\$467,584
Interest on bonds and mort.	34,620
Cost of new cars and engines	1,080,838
Cost of machines for workshops	12,608
Cost of coal barges	97,818
Cost of real estate	238,644
Cost of new second track, sidings, telegraph, bridges, &c.	597,760
Sinking funds, as directed by stockholders	273,420

2,916,837

\$1,391,313

Amount to credit reserve fund, 1864, per report of Nov. 30, 1863 2,171,259

From which is deducted for sundry drawbacks on traffic for 1863, paid	\$40,897
and for State Tax on dividend for 1863	47,167
and for so much of stock dividend declared Dec. 2, 1863, as was not provided for by Bonds purchased and cancelled	827,016
	414,580
	1,756,679
	\$3,147,992

which has been appropriated as follows:

15 per cent dividend declared Nov. 30, 1864, on Common and Preferred Stock, \$17,454.32, at 15 per cent	2,618,129
Less stock created in lieu of bonds cancelled	104,000
	2,514,129
U. S. Tax on above dividend 5 per cent	130,907
State do	130,906
	2,775,942

Balance of Reserved Fund \$372,050

The year just closed has been one of great prosperity to those engaged in mining and transporting Anthracite coal.

It has not been an object with the Managers to obtain an excessive share of the profits. They have thought that a liberal policy would stimulate production, and thus insure abundant supplies in the future. This branch of the business, however, has been less regular than in preceding years.

The necessary consequence of those fluctuations has been a great irregularity in the rate of production. It will be observed that the charges for transporting passengers and merchandise have been about the same as in the previous year.

This traffic has been increased more than fifty per cent, during the last year and has more than doubled within two years, showing great activity in the branches of business other than coal. The profits from these two sources are now in excess of the amount required for the payment of interest, and for the annual appropriations to the established sinking funds, and will leave, for the stockholders, the profit on the transportation of coal, the chief source of revenue. The large expenditures to accommodate the increasing business were not available until the latter months of the year.

In the spring and summer, the supply of coal cars particularly, was altogether inadequate to the demand and even in the latter months, was barely equal to it.

The Managers believe, however, that the capacity for transportation, although at times not equal to the wants of the producers of coal, has, on the average, met the requirements of consumers; this is shown by the fact that the season closed with inactive demand and receding prices.

With the addition of the locomotives now constructing and the facilities of the new sidings, recently completed, the coal tonnage, with a regular business, can be largely increased.

It is believed to be the duty of the Company, as well to the producer as to the consumer, to furnish ample transportation facilities for the full supply of an article so essentially necessary as coal; nor can it be doubted that this policy is manifestly, for the interest of the Stockholders.

If it were wise, originally, to construct the railroad, the propriety of the expenditures, for the required rolling stock and necessary appurtenances, cannot be doubted.

The main workshops of the company at Reading, are now entirely inadequate for the enlarged equipment. It is, therefore, intended to erect new and commodious buildings, on property recently acquired. At the present time a large number of locomotives are necessarily without shelter and suffer greater injury, by exposure, than any saving which could be effected by delay in erecting new engine houses.

It has become evident that the present facilities for shipping coal, at Port Richmond, are not equal to any material increase of business; it has therefore been decided to improve a portion of the adjoining river front, so wisely secured, many years ago, by the erection of three large and commodious wharves, and to extend some of those now existing, to the new wharf line, adopted by the Port Wardens, which will greatly increase their capacity.

The stocks and bonds held by the Company have been increased \$685,214 67.

These investments have been made, chiefly, for the purpose of extending the lateral roads, and their branches. The benefit of these expenditures cannot be fully realized during the year in which they have been made.

A portion of this investment has been in the purchase of the securities of various companies, the works of which are leased to this Company. Such purchase is only made when it can be done on advantageous terms, thus diminishing the annual rent, and to that extent, equivalent to a reduction of liabilities.

Throughout the entire year the bonds of the Company have commanded a premium; the purchases for the Sinking Fund have been, therefore, only \$104,000 00.

The Sinking Funds, required by the terms of the various mortgages, amounted, last year, to \$118,600 00. In some cases it has been found impossible, except at great sacrifices, to obtain the particular class of bonds required by the mortgages; to meet these requirements, the temporary investment of \$400,000 00, in government securities, has been continued.

The appropriations to the sinking funds created

by the stockholders, amounted last year to \$273,420 00.

The bonded debt has been reduced, since the last report, by purchase, \$104,000 00, and by conversion, \$2,259,000 00, thus leaving it November 30th, \$6,675,300 00.

In the last Report, reference was made to the claim to convert into stock the bonds issued in 1844, with the right originally, of conversion, and which were extended, at their maturity in 1860 or 1880. The highest judicial tribunal of the Commonwealth sustained the view of the Managers, that the privilege of conversion had expired.

The amount of convertible bonds, outstanding, is \$624,500,000, which are due in 1886.

The negotiation for the lease of the Mine Hill and Schuylkill Haven Railroad and the arrangement with the Schuylkill Navigation Company, have been closed, on the terms stated in last Report.

The wharf at New Castle was finished in December last, and is now ready for the shipment of coal.

The entire line of the Junction Railroad is now in daily use, with the exception of the tunnel under Market street, West Philadelphia, and this is in progress of completion.

The profits of the year having been appropriated as has been stated, the managers, on the 30th of November, declared a dividend of fifteen per cent, payable in stock, on the 31st of December. This course was adopted as, by delay, the holders of the convertible bonds could have collected the coupons, due on the 1st inst., then converted the bonds into stock and also have participated in the dividend. By the means thus pursued, no justice was done to the bondholder.

The Managers deem it proper to state their reasons for not making a larger distribution of stock, to represent the value of the new property acquired.

It has cost unusual prices and it may well be questioned whether it should have a permanent representation in the capital stock, at the high rates paid for it. Other reasons have also influenced them. Many years ago, during the construction of the road and subsequently, in extending the bonded debt, large sacrifices were necessarily made to obtain the required funds, and these losses were charged to the cost of the works or capital account. The property acquired, during the last few years, in excess of the stock divided, reimburses, to a considerable extent, the losses thus incurred.

By order of the Board of Managers.

CHARLES E. SMITH, President.

Northern Illinois Railroad.

We have received a copy of the Third Annual Report of this company, embracing the construction and operating of the road for the year ending September 30, 1864:

The proportion of revenue credited in account with the Racine and Mississippi Railroad amounts to.....	\$77,616 83
The expenses of maintenance of road charges connected with operating, amount to.....	17,909 55

Leaving Nett.....\$59,707 28

From which have been paid:

Coupons on 1st mort. bonds	\$39,302 80
Interest	1,414 39
Taxes	8,359 13
	44,076 32

Making amount credited Revenue, Interest and Dividend for the year....\$15,630 96

The extension of the road down the Mississippi, under the powers obtained through the charter of the Warsaw, Rock Island and Galena Railroad Company, has been prosecuted energetically, and as much work has been accomplished as could be done without involving extraordinary expenditures, which it would be imprudent to incur in

the present times of extreme prices of labor and materials. The track is laid to the first station, "York," ten miles below Savanna, and that portion of the line will be opened for business on or before the 1st of January. The grading to Fulton, seven miles further, is finished, with the exception of two bridges, and about a quarter of a mile into Fulton, where the work is very light. The bridges on the whole line to Port Byron, 27½ miles from York, are all under contract to be put up this winter, so that the grading can easily be accomplished to admit of the line being opened throughout before next winter. Contracts have been made for the ties necessary for the whole line.

On the completion of the line to Port Byron, thereby making a through route to Rock Island, all northern travel for the Iowa and Nebraska, Missouri and Mississippi Railroads will come by Savanna. The travel between the upper and lower Mississippi will also take that route. Savanna will become an important point, as the connection with the boats for the upper navigation. But, apart from the up river navigation, the route by Savanna will be the shortest for railroad travel to all points on the Mississippi; North, the Northern Illinois and Racine and Mississippi Railroads, making connection at Freeport with the Illinois Central for Dubuque, and at Clinton Junction with the Chicago and Northwestern for Prairie du Chien, La Crosse, St. Paul, Fond du Lac, Oshkosh and Green Bay, and affording an outlet on the lakes at Racine, and by connection with the Milwaukee Railroad at Milwaukee.

The connection at Port Byron, will afford a supply of coal for which the demand at all points North, will be more than it can be hoped to supply sufficiently for many years to come.

On the completion of the connection at Port Byron there is reason to expect there will be little time lost before the line from Rock Island to Warsaw, below the lower rapid of the Mississippi is finished. At Warsaw, the Mississippi is, on an average, closed less than two months in the year, while from Port Byron to Warsaw, in late years, the rapids have been impassable the whole year, with the exception of a few weeks. On that portion of the river, the railroad bridge at Rock Island, and the bridge in course of construction at Fulton are also obstructions to navigation of no slight character. The Captains of steamboats, and others experienced in the navigation of the Mississippi, anticipate in the completion of the through line from Savanna to Warsaw, that the travel and trade of the river will be most advantageously conducted by transfer to the railroad, in connection with boats running to Warsaw for the lower navigation and Savanna for the upper navigation. In corroboration of these opinions, there could be nothing stronger than to refer to the fact that the boat built to run on the Ferry between Savanna and Sabula, drawing only 24 inches of water, has waited all summer without finding an opportunity to get over the rapids, and has been obliged to be laid up below the rapids for the winter. It is unnecessary to give statistics of the trade to be obtained, if these views are correct, as all who have any knowledge of the river business state that it will be difficult for a Railroad Company to supply the requisite rolling stock for a number of years.

The extending connections of the Northern Illinois Railroad suggest the propriety of constituting a company of more extended interests, and, in the coming year, there will probably be an opportunity of uniting with the Racine and Mississippi Railroad under a new organization which will consolidate under one corporation, the two lines, making the route of 180 miles from Racine to Port Byron.

BALANCE SHEET.

Construction and general exp., No. 1	\$595,820	92
" "	2.	183,118
Steam ferry boat Northern Illinois	21,177	65
Supplies	4,561	58
Bills receivable	7,822	27
Real estate	8,019	80
Open accounts receivable	7,406	80
Personal property	924	15
Cash	194	56
	\$829,046	66
Capital stock	\$65,020	00
First mortgage, 8 per cent bonds	500,000	00
Revenue interest, and dividend	20,736	95
Open accounts payable	135,670	38
Bills payable	107,619	33
	\$829,046	66

President.—G. A. THOMSON.

Supt' of Construction.—R. W. SMITH.

Secretary & Treasurer.—W. V. BAKER.

Engineer.—NATHANIEL BAILLIE.

Directors.—Richard Irvin, Elijah Northey, Enoch Chamberlain, L. H. Bowen, H. A. Mills, Duncan Mackay, Edward P. Barton, William Shannon, G. A. Thomson, R. A. Knapp, S. C. Tuckerman, Henry T. Fuller, D. W. Dame.

Wealth and Resources of Delaware.

This little State is in many respects the twin of Rhode Island, of about the same size and a little less population. It is 92 miles in length and 22 in breadth, containing 2,120 square miles or 1,356,800 acres. It is divided into three Counties, New Castle, Kent and Sussex, and these are subdivided into 25 hundredths. The soil which contains abundance of marl is very fertile. The cereals, especially wheat flourish abundantly, and the flour known as that of the Brandywine Mills, is justly celebrated and highly esteemed in commerce. The State has quite an interesting history. It was settled by the Swedes in 1627; several nations of the old world at the time, endeavoring to establish colonies in the new. It was captured by the Dutch in 1655, and by the English in 1661. Its population in 1860 was 112,216 of which only 1,798 were slaves.

In 1790 the white population was 46,310, the free blacks 3,899, slaves 8,887. It is now determined by the people to abolish slavery altogether. The principal cities and towns are Wilmington with 21,508 inhabitants, New Castle 5,004, and Dover, the capital, 4,498. The first named is a very thriving manufacturing and commercial place, carries on a prosperous trade, and is noted for its success in ship building, both in wood and iron.

Delaware contains 647,035 acres of improved land and 367,230 unimproved. The value of the farms is \$1,426,357, and the implements of husbandry used in their cultivation \$817,883. The valuation of the whole real and personal property of the State in 1860 was \$46,242,181. The live stock consists of 16,562 horses, 2,294 asses and mules, 22,596 milch cows, 9,580 working oxen,

25,596 other cattle, 18,857 sheep and 47,848 swine. The products of animals were as follows:

Butter 1,480,502 lbs., cheese 6,579 lbs., wool 50,201 lbs., wax and honey 68,180 lbs., and the value of slaughtered animals \$573,015.

The cereal crops were of wheat 912,941 bushels, rye 27,209 bushels, Indian corn 3,892,337 bushels, oats 1,046,210 bushels, barley 3,646 bushels, buckwheat 16,355 bushels. The commercial crops were, tobacco 9,639 lbs., hops 414 lbs., flax 8,112 lbs., molasses 761 gallons.

The miscellaneous crops are:

Peas and beans, bushels 7,438

Irish potatoes " 377,931

Sweet " 142,213

Wine, gallons 683

Hay, tons 36,973

Clover seed, bushels 3,595

Grass seed " 1,165

Flax seed 2,126

Sorghum molasses, gallons 852

Silk cocoons lbs 9

The value of the products of the orchards was \$114,225, and of market gardens \$37,797.

The number of manufacturing establishments was 564 with a capital of \$5,360,000, using raw material annually, of the value of \$5,375,000, employing 6,192 operatives of whom only 860 were females, and producing fabrics of the value of \$9,920,000.

The value of the principal articles produced was as follow:

Flour and meal \$1,844,919

Cotton goods 919,103

Iron castings 640,000

" bar, rolled, &c 550,500

Lumber 261,172

Boots and shoes 226,470

Clothing 179,840

Woollen and mixed goods 156,635

Printing 105,332

Agricultural implements 90,581

Soap and candles 61,500

Furniture 50,052

Leather 37,240

Gas 33,175

Sewing machines 15,000

Jewelry, plated ware, &c 1,800

The total of imports and exports for 1860, was \$82,427. The tonnage entered and cleared 3,299 tons, the shipping built 5,826 tons.

The number of banks in that year was 12 with a capital of \$1,680,745.

The railways are five in number with an aggregate length of 182½ miles, of which 127 miles have been completed at a cost of \$4,548,850.*

The Philadelphia, Wilmington and Baltimore is part of the direct route between New York and Washington.

The Chesapeake and Delaware Canal, is its largest and only work of the kind. It connects the Delaware and Chesapeake Bays, by a cut of about 12½ miles in length, 66 feet in width, and 10 feet in depth, thus facilitating an inland coasting trade of great importance and value. The celebrated coal of Cumberland is brought in large quantities through this Canal. The State had no debt in 1860.

Within the last four years, real estate has been changing hands, in consequence of the discovery of their great value as fruit producers. The cultivation of peaches is going on in a large way, and rapidly increasing. Farms suitable to this cul-

* See Table of Railroads in the United States, p. 12, No. 1, Vol. XXXVIII.

ture have been sold very cheaply, and have paid for themselves in a single crop. There is no other country in the world where this fruit is so universally used and so cheaply supplied.

It is believed that the superiority of the product in Delaware, owing to the nature of its soil, the genial character of its climate, and its easy access by water to the cities of Philadelphia and New York, are likely to make it one of the richest of the small States, and the low prices of land are attracting a considerable immigration.

It is stated on good authority of recent date that the value of the products of three or four peach orchards in 1864, was more than that of all the fruit orchards as returned in the census of 1860. And as the art of preserving the fruit has been recently discovered, not only has the demand increased for the use of the table during the proper season, but for preservation and export.

The crop for 1860 is stated to have been equal to one million of baskets, on which there was an actual profit of 70 cents per bushel, making an enormous sum of \$700,000.

Interest and Dividends.

The New Jersey Railroad and Transportation Company have declared a semi-annual dividend of five per cent., payable free of U. S. tax, Feb. 1.

The Cleveland, Columbus and Cincinnati Railroad company have declared a dividend of seven per cent., payable, free of U. S. tax, at the office of the United States Trust Company, Feb. 1.

The Delaware and Hudson Canal Co. have declared a semi-annual dividend of ten per cent., payable Feb. 1.

The Metropolitan Insurance Company, of New York, have declared a dividend of 6 per cent. on the outstanding certificates of profits to the holders thereof, payable on and after the 20th of Feb. next; also a dividend of 10 per cent. on the capital stock of the company, payable in cash on demand; also a dividend of 50 per cent. in scrip, on the net earned participating premiums of the company for the year 1864, for which certificates will be issued on and after the 20th day of March next.

The West Philadelphia Passenger Railway have declared a semi-annual dividend of five per cent., clear of tax, payable on the 20th inst.

The Locust Mountain Coal and Iron Company has declared a dividend of four per cent., clear of tax, payable on the 23d inst.

The Glenville Coal Company has declared a quarterly dividend of \$1 50 per share.

Mortality of the City of New York.

The number of deaths in this city in 1864 was 25,645, against 25,196 in 1863—an increase of 449, viz:

	1864.	1863.
Males	13,662	13,266
Females	11,983	11,930
Men	5,959	8,666
Women	5,114	4,931
Adults	11,073	10,596
Children	14,572	14,600
Children, under 1 year	6,058	6,118
Ratio of deaths to 1,000 living in	237	251
Ratio of deaths to 1,000 living in	—	—

The increase of population is estimated at 80,000 in 1864 over 1863. The above calculation of the ratio of mortality is based upon an estimated population in 1863 of 1,000,000, which is a very low estimate, considering our immense floating population.

Finances of New York.—Comptroller's Report.

In the reports from the Comptroller's Office, submitted to the Legislature in January, 1863 and 1864, respectively, the receipts on account of the General Fund revenue for those fiscal years were:

	1863.	1864.
Estimated at	\$8,227,000 57	\$8,650,806 00
And the expenses for same years at	8,971,705 16	8,518,690 91

Deficiency September 30, 1863	\$744,704 59	.....
Surplus September 30, 1864	\$137,114 09	.....

The actual receipts including balances and payments on account of the same fund were:

Receipts	\$8,643,504 08	\$7,737,536 56
Payments	9,836,291 85	8,651,851 23

Actual deficit	\$1,192,787 77	\$863,814 67
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The receipts on account of the General Fund revenue for the fiscal year ending September 30, 1865, are estimated at the sum of \$9,703,824 72 And the payments including deficiency at \$9,314,711 15

Estimated surplus September 30, 1865	\$389,113 57
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The large falling off in the estimated receipts for 1864, arose from delay in collecting and forwarding to the Treasury the tax due from the City of New York. It has, however, been mostly received since the close of the fiscal year.

The entire debt of the State at the close of the fiscal years 1863 and 1864, compares as follows:

	1863.	1864.
Canal debt	\$28,278,470 25	\$22,441,770 25
General fund debt	6,505,654 37	6,278,954 37

Total	\$29,784,124 62	\$28,720,724 62
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Notwithstanding the heavy payments made by the State for expenses incident to the war amounting to over fourteen millions of dollars, nothing has been added to the debt, and all the principal that has become due has been promptly paid. The policy of paying the debt as it becomes due continues to be pursued, and it is hoped that a few years more will find the State substantially free from incumbrance of any kind. Within the last four years its amount has been reduced to the extent of \$4,892,251 28.

The following table contains the particulars of the canal debt in 1863-'64:

	1863.	1864.
Under Article 7, Section 1	\$8,427,724 26	\$7,591,024 26
" 7, " 3	11,940,000 00	11,940,000 00
" 7, " 10	642,585 99	642,585 99
" 7, " 12	2,258,000 00	2,258,000 00
Total	\$23,268,310 25	\$22,431,610 25

— the average interest on which is 5 3/4 per cent.

The following statements from the Canal Department show the receipts and payments on account of the canals during the fiscal years 1863-'64:

Receipts during the years named—	1863.	1864.
From tolls	\$6,028,431 32	\$4,308,781 20
" rents of surplus waters	1,165 00	1,511 82
" interest on current revenues	58,016 50	30,002 19
" miscellaneous sources	30,888 53	5,970 31
Total receipts	\$5,118,501 35	\$4,346,065 52

Payments during same years—	1863.	1864.
To Commissioners for repairs	\$149,347 09	\$166,069 98
" Contractors for repairs	353,893 02	498,938 41
" Superintendents for repairs	156,088 63	234,115 71
" Collectors for salaries, clerk hire, pay of inspectors and office expenses	56,774 51	59,320 29
" Weigh Masters	9,164 07	9,256 88
For salaries chargeable to annual revenues, refunding tolls, printing and other miscellaneous payments	45,565 20	61,208 19
Total payments	\$770,862 52	\$1,028,909 46

" Surplus revenues"	\$4,347,618 83	\$3,317,356 06
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Payments to sinking fund—	1863.	1864.
Under Article 7, Section 1	\$1,700,000 00	\$1,700,000 00
" 7, " 2	350,000 00	350,000 00
" 7, " 3	1,116,242 66	1,116,242 66

Total to sinking funds	\$3,166,242 66	\$3,166,242 66
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Payments to the Treasury under Art. 7, Sec. 3, to defray the expenses of Government	200,000 00	151,118 40
	\$3,366,242 66	\$3,317,356 06

Remainder	\$981,376 17	\$.....
	\$1,192,787 77	\$1,078,816 22

Especial attention is called to the continued decrease in the canal revenues, the large increase in the expenditures, and the probable necessity of a resort to further taxation to meet the constitutional requirements in regard to the sinking fund. This might have been avoided by a more judicious application of the large "remainders" of 1862 and 1863, which were mainly devoted to "extraordinary repairs." It is too late now to remedy that mistake, but the facts referred to should at least moderate the zeal of those who have been in favor of commencing a new enlargement of the canals, and engaging in other new enterprises, on the assumption that the unprecedented revenues of those years were to increase instead of diminish.

THE STATE FUNDS.

The several funds particularly treated of in this report are the following: The General Fund; the General Fund Debt Sinking Fund; the Common School Fund; the United States Deposit Fund; the Literature Fund; the College Land Scrip Fund, and certain trust funds of small amount.

1—GENERAL FUND—REVENUE.

	1863.	1864.
Deficiency of the revenue	\$1,192,787 77	\$863,814 67

Warrants drawn on the Treasury	9,804,599 47	8,417,161 94
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Amount transferred to the following funds for interest on money in the Treasury belonging

to said funds, viz:

School fund	19,024 05	26,421 58
Literature fund	812 11	1,594 14
United States Deposit fund	5,450 86	10,442 63
Railroad sinking funds	898 98	1,134 26
Amount transferred to other funds	4,880 50	1,140 00

Amount of warrants drawn on the Treasury remaining unpaid Sept. 30, 1862 and 1863	625 88	668 91
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Total payments	\$9,836,291 85	\$8,651,351 23
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Amount of receipts into the Treasury for the fiscal years ending Sept. 30	\$7,820,009 06	\$7,785,069 51
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Transferred from school fund for bonds for lands	1,214 00	1,949 00
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Amount of warrants drawn on the Treasury remaining unpaid Sept. 30, 1863 and 1864	668 91	518 05
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Total means	\$8,643,504 08	\$7,787,536 56
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Deficiency in revenue	\$1,192,787 77	\$863,814 67
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The following statement shows the condition of the Treasury at the end of the fiscal years 1863 and 1864:

	1863.	1864.
Amount of warrants drawn on the Treasury on account of the several funds	\$12,711,367 84	\$10,820,138 87
Amount of warrants drawn and unpaid	625 88	668 91

Balance due in the Treasury Sept. 30, 1863	534,289 16	\$11,355,096 94
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Amount overdrawn Sept. 30	\$534,289 16	\$85,003 77
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Statement of balances due from and to the Treasury Sept. 30, 1863-'64:

	1863.	1864.
From the General Fund revenue	\$1,192,787 77	\$863,814 67
From the General Fund debt sinking fund	209,501 55	.....

	1863.	1864.
\$1,192,787 77		

GENERAL FUND DEBT SINKING FUND.		1863.	1864.
Balance from previous year	.....	\$104,960 38	\$38,878 56
Amount received into the Treasury during year	350,000 00	350,000 00	
Total means	.....	\$454,960 38	\$388,878 56
Amount paid during year	.....	416,081 82	598,880 11
Balance Sept. 30, 1863	.....	\$38,878 56	\$.....
Balance due Sept. 30, 1864	.....	209,501 55	

GENERAL FUND STATE DEBT.

The amount of the General Fund State debt on the 30th Sept. was \$6,505,654 87 \$6,278,954 37

The principal of the debt is re-imburable as follows, viz:

On demand	.....	\$53,910 68	\$53,910 68
1864	.....	287,700 00	
1865	.....	178,000 00	178,000 00
1866	.....	385,000 00	385,000 00
1868	.....	942,961 05	942,961 05
1870	.....	700,000 00	700,000 00
1875	.....	900,000 00	900,000 00
1878	.....	800,000 00	800,000 00
At pleasure	.....	2,258,082 64	2,258,082 64

Not paying interest	.....	\$6,505,654 87	\$6,217,954 37
Total	.....	61,000 00	

The amount of the contingent State Debt for stock issued and loaned to sundry railroad companies, is \$338,000 00.

SCHOOL FUND.

	1863.	1864.
This fund amounted to	\$2,694,552 38
Amount received into the Treasury for year ending September 30	\$2,734,213 15
Amount paid out of the Treasury during the year ending 30th September	\$895,315 38 \$882,291 26

Amount paid out of the Treasury during the year ending 30th September 332,906 42 325,485 76

Balance in the Treasury on the 30th Sept.	.....	\$62,408 96	\$56,805 50
The revenue of this fund is estimated for the current year, viz:			
Interest on State stock	.....	\$65,803 27	\$65,803 27
Interest on Comptroller's bonds	.....	21,378 00	21,378 00
Interest on bonds for lands	.....	20,000 00	16,000 00
Interest on bonds for loans	.....	23,000 00	15,000 00
Interest on loan of 1840	.....	3,000 00	2,900 00
Interest on money in the Treasury	.....	24,000 00	31,000 00
Dividends on bank stock	.....	4,800 00	5,500 00
	.....	\$161,981 27	\$157,580 27
From the income of the U. S. deposit fund	.....	165,000 00	165,000 00

The payments for the year are estimated at \$324,000 00 \$324,000 00

LITERATURE FUND.

	1863.	1864.
This fund amounted to	\$269,952 12
Balance in the Treasury on the 30th Sept.	16,297 87
The revenue of this fund is estimated for the current year at	43,577 02
Estimated payments during the same period	43,000 00

UNITED STATES DEPOSIT FUND.

Capital	.....	\$4,014,520 71	\$4,014,520 71
Revenue	.....	261,868 79	260,965 01
Balance in the Treasury on the 30th Sept.	.....	241 07	697 10
The revenue of this fund is estimated for the current year at	.....	255,609 36	256,697 15
Estimated payments during the current year, viz:	.....	

Appropriations:—

Common school dividends, including the salaries of the School Commissioners of the several counties	.....	\$165,000 00	\$165,000 00
Dividends to the academies	.....	28,000 00	28,000 00
Am't to be added to the capital of the school fund	.....	25,000 00	25,000 00
Instruction of common school teachers in the several academies	.....	18,000 00	18,000 00
State Normal school, for maintenance	.....	12,000 00	12,000 00
Teachers' institutes in the several counties	.....	8,000 00	8,000 00
Balance of appropriation per chap. 210, Laws of 1863, for teachers' institutes	.....	1,062 25	.....

Transfer from revenue to capital for diminution in the loans under foreclosure of mortgage 4,000 00 5,000 00

\$261,062 25 \$261,000 00

	1863.	1864.
Tonawanda Railroad Company sinking fund	\$71,430 77
Tioga Coal, Iron, Mining and Manufacturing Company sinking fund	8,079 95 9,828 58
Long Island Railroad Company sinking fund	4,081 95 4,204 41
Mariners' fund	11,334 57 11,334 57
Soldiers' allotment fund	54 96 54 96
Indian annuities	7,361 67 7,361 57
College land scrip fund	64,762 40

The deficiency in the General Fund at the close of the fiscal year, 30th September, 1864, was \$1,192,787 77. On the 30th September, 1863, it was \$868,814 67. This has been substantially extinguished by the receipt of taxes from the city of New York since that date. Consequently it will not be necessary to make provision for any deficiency, unless it be for one to be created by unnecessary and unexpected appropriations. With proper prudence and caution in this respect, the State tax for the ensuing year may be largely reduced. The equalized valuation of real and personal estate for the year in the aggregate \$1,500,999,877. For the ordinary expenses of Government, a tax of 1½ mills will be sufficient. There will be then required for schools, ¾; for canals, ¼; for the extension of Chenango Canal, unless that act shall be repealed, 3-16. Total, 2 11-16, against 5½ for the current fiscal year. There is no good reason why the tax should exceed the rates named.

The following is a brief statement of the principal payments made on account of the war, or directly occasioned by it, since its commencement:

Under the Act of April 16, 1861	.....	\$3,000,000 00
Bounties 1862 to 1864 inclusive	.....	9,076,373 44
Arms and equipments for State troops	.....	841,197 19
Militia, National Guard	.....	553,924 58
Sick and wounded soldiers	.....	182,284 66
Harbor and frontier defence	.....	4,979 42
Bureau of Military Statistics	.....	20,408 22
Claims of State troops	.....	183,134 28
Adjutant Generals office, muster roll department	.....	6,282 45
Volunteer militia	.....	84,506 35
On account of United States direct tax	.....	400,000 00

\$14,353,085 54

Imports and Exports of the Port of New York.

The Custom House has made up its statement of imports (in gold) and exports (in currency) to the close of September. The following are the imports at New York from foreign ports, for July, August and September, 1864:

	July.	August.	September.
Entered for consumption	\$6,382,928	\$6,603,653
Entered for warehouse	14,954,635	10,437,478
Free goods	917,684	936,474
Specie and bullion	128,052	245,858

Total entered at port \$22,883,299 \$18,223,463 \$10,589,459
Withdrawn from warehouse 3,386,873 7,967,843 6,852,329

The following is a comparative statement of the imports of foreign merchandise at this port and Customs revenue for the first nine months of the last four years:

	Imports of Mdze. Customs Revenue.
1861	..... \$134,989,116 \$15,856,132 35
1862	..... 137,856,895 42,276,832 80
1863	..... 137,547,817 42,328,075 69
1864	..... 189,504,769 56,370,920 13

The exports from New York for the months of July, August and September, 1864, were as follows:

	July.	August.	September.
Domestic produce	..... \$26,251,673	\$26,617,850	\$15,595,548
Foreign free	..... 249,404	127,587	848,742
Foreign dutiable	..... 5,137,460	2,281,782	2,460,138
Specie and bullion	..... 1,947,829	1,001,813	2,835,398

Total exports \$33,585,866 \$29,977,982 \$21,739,826
Total export of specie 31,638,537 28,976,169 18,904,428

The following will show the exports, quarterly, exclusive of specie, for the first nine months of each of the last four years:

	1861.	1862.	1863.	1864.
1st quarter	..... \$33,477,742	\$32,075,568	\$50,615,908	\$41,429,756
2d quarter	..... 33,123,489	29,798,344	41,046,726	48,416,686
3d quarter	..... 30,175,918	45,313,299	38,825,587	79,519,134

9 months ... \$90,777,149 \$107,187,211 \$130,487,221 \$169,395,576

The re-exports of foreign goods for the nine months of 1864, included in the above total, amount to \$1,532,848 of free, and \$13,961,235 of dutiable,

making a total of \$15,543,583 re-shipped to a foreign market. This is three times the quantity re-shipped for the same period of the previous years.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.				COPPER STOCKS.				IRON, COAL, ETC., STOCKS.				GOLD, SILVER, ETC., STOCKS.			
COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.
COPPER:				COPPER:				IRON:				GOLD, SILVER, AND QUICKSILVER:			
Action	Ca. 200,000	5	14	Jefferson	L. S. 20,000	—	—	Copake	N. Y. 50,000	50	—	Etna (G.)	Col. 50,000	10	—
Action Vale	Ca. 50,000	5	85c	Keweenaw	" 20,000	—	—	East River	6,000	50	—	Acadia (G.)	N. S. 100,000	20	—
Adventure	L. S. 20,000	—	85c	Kickapoo	" 20,000	—	1	George's C'k C. & L.Md.	10,000	100	—	Albion (G.)	" 100,000	3	—
Albany and Boston	" 20,000	20	24	King Phillip	" 20,000	—	—	Harewood	20,000	5	—	Alpine (G.)	Col. 150,000	10	—
Algoma	" 20,000	2	23	Knowlton	" 20,000	—	1	Kahadlin	Me. 3,000	100	—	Alps (G.)	" 100,000	5	—
Alliance	Ca. 200,000	24	—	Lafayette	Ca. 200,000	1	14	Lake Superior	L. S. 20,000	25	—	American	" 200,000	2	—
Allonez	L. S. 20,000	1	84	Lake	" 200,000	1	14c	Massachusetts	25,000	1	—	Am. & Mex. (S.)	N. M. 200,000	2	—
American	Ca. 200,000	24	—	Lawrence	L. S. 20,000	—	—	Mt Pleasant	Pa. 10,000	50	—	Am. Pioneer	A. T. —	—	—
Amygaldoid	L. S. 20,000	—	25	Lennoxville	Ca. 100,000	5	50c	Teal Lake	L. S. —	—	—	Arizona (Silver)	" —	—	—
Amynpolis	Md. 50,000	10	—	Logan	" 100,000	3	2	Tyson	20,000	10	—	Atlantic (G.)	N. S. 100,000	2	2
Arizona	Ariz. 10,000	100	—	Lyster	" 200,000	2	—	Lead and Zinc:				At. & Pac. (G. & S.)	Nev. 50,000	10	33
Ascot	Ca. 20,000	20	—	Madison	L. S. 20,000	—	1	Amenia	N. Y. 100,000	5	—	Bay State (G.)	Col. 200,000	5	—
Astor	L. S. 20,000	—	1	Malden	" 20,000	—	—	Canada	Ca. 50,000	5	—	Beacon (G.)	N. S. 200,000	2	—
Atlas	" 20,000	—	1	Mandan	" 20,000	—	24	Clute	6,000	—	—	Benton (G.)	" 100,000	5	—
Atsee	" 20,000	—	1	Manhattan	" 20,000	—	—	Crystal Lake	—	—	—	Buck Hawk (G.)	" 50,000	100	—
Balt. and N. C.	N. C. 24,000	5	20c	Marquette	" 20,000	—	—	Erie	—	—	—	Boston (G.)	" 10,000	50	105
Bare Hill	" " " " "	—	—	Maryland	Md. 5	—	—	Gay's River	100,000	2	—	Briggs (G.)	" 10,000	100	—
Bay State	L. S. 20,000	—	19c	Maze	L. S. 20,000	—	—	Hampton	100,000	5	—	Bullion (G.)	" 200,000	25	—
Beaver	" 20,000	—	—	Massachusetts	" 20,000	—	—	Keystone	Pa. —	—	—	Burroughs (G.)	" 100,000	10	—
Bedford	Ca. 125,000	5	80c	Mendota	" 20,000	—	—	Lancaster	—	—	—	Canadian (G.)	Col. 200,000	2	80c
Black River	" 200,000	24	—	Merrimac	" 20,000	—	—	Macomb	N. Y. 100,000	5	—	Central (G.)	Col. 50,000	20	174
Bohemian	L. S. 20,000	—	10c	Meteor	" 20,000	—	—	Mineral Point	100,000	5	—	Chaudiere (G.)	Ca. 100,000	5	90c
Bolton	Ca. 20,000	5	1	Mesnard	" 20,000	—	5	Mount Hope	N. Y. 80,000	5	24	Chebucto	N. S. 100,000	5	65c
Boston	L. S. 20,000	—	4	Michigan	" 20,000	—	—	National	200,000	1	—	Colonial (G.)	Ca. 100,000	25	250
B. and Corinth	Vt. 20,000	10	—	Middlesex	" 20,000	—	—	New Jersey	N. J. 12,000	100	—	Colorado (G.)	Col. 50,000	10	34
Brooklyn	L. S. 20,000	2	—	Mineral Hill	—	—	—	N. Y. & Boston	N. Y. 100,000	5	—	Consol. Greg'y (G.)	Col. 50,000	100	25
Brome	Ca. 100,000	5	11	Minnesota	L. S. 20,000	—	—	Oswegatchie	Ca. 100,000	5	—	Copalsinhe (G.)	" 200,000	20	—
Cabot	L. S. 20,000	—	—	Mississoula	Ca. 150,000	2	11	Placentia Bay	N. F. —	—	Corisande (G.)	" 100,000	10	6	
Caledonia	" 20,000	—	7	Montezuma	N. Mex. 300,000	5	—	Ramsey	Ca. 20,000	25	—	Corydon (G.)	" 100,000	25	24
Cambridge	" 20,000	—	5	Morrison	L. S. 20,000	—	—	Rossie	" 100,000	5	—	Day & Bushnell (G.)	Col. 300,000	10	—
Canada	Vt. 100,000	1	14	National	" 20,000	—	28	Denver (G.)	Ca. 50,000	20	124	Denver (G.)	Ca. 50,000	20	15
Carp Lake	L. S. 20,000	—	—	Native	" 20,000	—	87c	Dorset (G.)	" 170,000	5	—	Dorod (G.)	" Nev. 100,000	5	—
Cascade	" 20,000	—	—	Neaukag	" 20,000	—	1	El Dorado (G.)	" Nev. 100,000	5	—	Empire (S.)	" —	—	—
Central	" 20,000	—	—	Nequaket	L. S. 20,000	—	10c	Empire (S.)	" —	—	Empress (S.)	" —	—	—	
Champlain	Ca. 200,000	14	52c	Nelson	Ca. 200,000	1	10c	Eureka (G.)	Cal. —	—	Excelsior (G.)	Col. 30,000	10	14	
Chatham	" 200,000	2	12c	New England	" 20,000	—	25	Fairmont (G.)	Col. 100,000	2	—	Frankfort (G.)	Col. 100,000	2	—
Chaudiere	" 100,000	1	50c	New England	" 20,000	—	25	Garrison's (G.)	Col. 100,000	5	—	Garrison River (G.)	Ca. 100,000	5	1
Chester	" 200,000	1	12c	Newton	Ca. 200,000	1	8c	Atlantic & G. C. Md.	37,500	25	—	Gilpin (G.)	Col. 100,000	5	—
Cheticamp	" 30,000	5	—	New York	L. S. 20,000	—	2	Ashburton	" 50,000	50	—	Gold Field	" 50,000	10	—
Chippewa	L. S. 20,000	—	—	Phil. & Boston	" 20,000	—	—	Baltimore	" 100	—	Gold Hill	" 50,000	—	—	
Cleveland	Ca. 100,000	5	—	Phoenix	" 20,000	—	—	Bear Valley	40,000	124	Gold River	" 100,000	—	—	
Cliff	L. S. 20,000	—	—	Pittsburg & Boston	" 20,000	—	—	Beaver Meadow	Pa. 100,000	50	—	Gould & Curry (G. S.)	N. —	—	—
Clifton	" 20,000	—	—	Princeton	" 20,000	—	—	Belmont	" 10,000	50	—	Gunnell (G.)	Col. 300,000	10	24
Collin	" 20,000	—	—	Quincy	" 20,000	—	100	Big Mountain	Pa. —	—	Halifax (G.)	N. S. 200,000	2	50c	
Columbian	" 20,000	—	4c	Reid Hill	Ca. 20,000	—	—	Blackhall	N. S. 8,000	25	—	Harmon (G. & S.)	Nev. 150,000	2	—
Consolidated	" 20,000	—	5c	Reliance	Ca. 200,000	1	1	Clinton	—	—	Hope (G.)	" 80,000	25	10	
Copper Falls	" 20,000	—	24c	Rewable	" 20,000	—	—	Coal Brook	" 4,000	50	—	Isabella (G.)	Col. 100,000	5	—
Copper Harbor	" 20,000	—	1	Richford	" 20,000	—	—	Continental	10,000	50	—	Kennebec (G.)	Ca. 100,000	5	—
Copper Hill	" 20,000	1	—	Ridge	L. S. 20,000	—	—	Cumberland (pref.)	50,000	100	—	Kent (G.)	N. S. 200,000	1	—
Copperas Hill	" 50,000	10	—	Rockland	" 20,000	—	—	Pelham Webster	5,000	100	—	Lake (G.)	N. S. 12,000	50	—
Cornwall	Vt. 100,000	2	62c	Prince of Wales	Ca. 200,000	5	—	West Mahanoy	Pa. —	—	Lake Major	N. S. 12,000	50	—	
Dacotah	L. S. 20,000	—	—	Pacific	L. S. 20,000	—	1	Everhart	20,000	25	—	Libertad (G. & S.)	Mex. 100,000	10	—
Dana	" 20,000	—	—	Pennsylvania	" 20,000	25	24	Fulton	" 60,000	5	—	Manhattan (G.)	Col. 100,000	10	—
Deep River	N. C. 5	—	20c	Pennsylvania	" 20,000	25	24	Gilbertson	5,000	100	—	Mariposa (G.)	Col. 100,000	100	11c
Delaware	L. S. 20,000	—	—	Pensylvania	" 20,000	25	24	George's Creek	Pa. 10,000	—	Massachusetts (G.)	Ca. 500,000	5	24	
Derby	" 20,000	—	15	Phil. & Boston	" 20,000	—	—	Grand Tunnel	4,000	100	—	Met. Pac. (G. & S.)	Mex. 100,000	100	—
Devon	" 20,000	—	1	Phenix	" 20,000	—	—	Green Mountain	Pa. —	—	Montague (G.)	N. S. 50,000	10	—	
Dorchester	" 20,000	—	6	Pittsburg & Boston	" 20,000	—	—	Hazleton	Pa. 32,300	50	—	Montana (G.)	Col. 100,000	5	14
Douglas	" 20,000	—	6	Pontiac	" 20,000	—	—	Henry Clay	3,000	100	—	Montezuma (G. & S.)	N. 100,000	5	—
Dover	Ca. 200,000	1	4	Providence	L. S. 20,000	—	—	International	N. S. 20,000	50	—	Mt. Vista (G. & S.)	Nev. 50,000	10	24
Dudley	L. S. 20,000	—	3	Quincy	" 20,000	—	100	Lawrence	Pa. 2,000	100	—	New England (G.)	Col. 50,000	5	—
Dunham	Ca. 200,000	2	25c	Reid Hill	Ca. 200,000	1	—	Locust Mountain	" 4,000	100	—	New Gregory (G.)	" 50,000	10	—
Durham	" 200,000	5	—	Reliance	L. S. 20,000	—	—	Lorberry	2,000	100	—	New York (S.)	N. S. 100,000	6	—
Eagle River	L. S. 20,000	—	4	Richford	" 20,000	—	5	Macan	2,000	100	—	New York (S.)	N. S. 100,000	6	24
El Dorado (Silver)	" 20,000	—	—	Ridge	" 20,000	—	—	Nova Scotia (S.)	" 1,000	29	—	N. Y. & N. S. (G.)	N. S. 100,000	2	24
Ecot	" 25,000	20	—	Salem	" 20,000	—	1	Oldham	1,000	29	—	Oldham (G.)	Col. 100,000	2	2
Easey	" 200,000	—	20c	Sharon Consol	" 20,000	—	—	Oliphant	" 100	100	—	Oliphant (G.)	Mex. 250,000	5	—
Etna	L. S. 20,000	—	12c	Sheldan	" 20,000	—	—	Otate (S.)	" —	—	Palma (S.)	" —	—	—	
Eureka	" 20,000	—	—	Silver Creek	" 20,000	—	1	Peck (G.)	" 5,000	100	—	Peninsular (S.)	Col. 100,000	5	—
Everett	" 20,000	—	5*	Silver Hill	" 20,000	—	—	Penn.	100,000	50	—	Peninsular (S.)	Col. 40,000	25	95c
Evergreen Bluff	" 20,000	—	12	Silver Lake	" 20,000	—	—	Penn. Cannel	" 6,000	50	—	Picacho (S.)	Col. 40,000	25	50c
Flint Steel	" 20,000	—	51	Silver Valley	" 20,000	—	—	Pleton	" 4,000	100	—	Pontiac (G.)	Col. 50,000	20	—

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending	Completed; in progress or projected	Length, miles	Equipment	Companies	
				Horses.	Cars.
30 Nov. '63	3.36	m.	m.	No	No
30 Nov. '63	4.18	161	28	Boston and Chelsea	MASSACHUSETTS.
30 Nov. '63	32.96	—	—	Broadway, Boston	88,551
30 Nov. '63	6.74	—	—	Cambridge	664,171
30 Nov. '63	8.27	—	—	Cliftondale	95,500
30 Nov. '63	1.48	—	—	Dorchester	156,672
30 Nov. '63	1.41	—	—	Dorchester Extension	12,500
30 Nov. '63	11.75	196	25	Dorchester and Roxbury	18,742
30 Nov. '63	3.41	—	—	Lynn and Boston	151,396
30 Nov. '63	2.97	—	—	Maiden and Melrose	60,246
30 Nov. '63	38.88	762	125	Medford and Charlestown	34,000
30 Nov. '63	7.50	216	41	Metropolitan (Boston)	621,602
30 Nov. '63	5.65	63	9	Middlesex (Boston)	348,000
30 Nov. '63	5.32	—	—	Quincy	75,525
30 Nov. '63	2.68	—	—	Salem & South Danvers	50,000
30 Nov. '63	2.50	10	2	Somerville	31,000
30 Nov. '63	7.75	61	14	Stoneham street (Boston)	167,485
30 Nov. '63	3.21	—	—	Suffolk (Boston)	228,179
30 Nov. '63	2.25	—	—	Union (Transportation)	160,000
30 Nov. '63	5.00	—	—	West Cambridge	12,860
31 Jan. '64	3.0	3.0	45	West Roxbury	40,558
31 Dec. '62	8.5	—	11	Winnisimmet	62,152
30 Nov. '63	—	—	—	Worcester	89,000
31 Jan. '64	—	—	—	CONNECTICUT.	—
31 Dec. '62	—	—	—	Fairhaven and Westville	100,000
30 Sep. '63	10.76	—	28	Hartford and Wethersfield	300,000
30 Sep. '63	4.00	2.80	—	NEW YORK.	—
30 Sep. '63	24.00	—	3543	Broadway (Brooklyn)	216,918
30 Sep. '63	56.18	1.90	14029	Brooklyn, Bath & Coney Is'd	106,125
30 Sep. '63	10.50	4.25	56	Brooklyn Central & Jamaica	804,870
30 Sep. '63	—	10.00	—	Brooklyn City	1,331,357
30 Sep. '63	—	—	—	Brooklyn City and Newtown	284,765
30 Sep. '63	—	—	—	Brooklyn City & Ridgewood	51,328
30 Sep. '63	—	—	—	Buffalo Street	—
30 Sep. '63	—	—	—	Central City (Syracuse)	—
30 Sep. '63	16.00	14.00	23	Central Pk., N. & E. Riv. (N. Y.)	994,655
30 Sep. '63	—	—	—	Coney Island and Brooklyn	543,687
30 Sep. '63	17.50	—	—	East & North River (N. Y.)	494,800
30 Sep. '63	—	—	—	Eighth Avenue (N. Y.)	978,534
30 Sep. '63	17.33	—	91	42d st. & Grand st., Ferry	726,361
30 Sep. '63	11.00	1.00	70	Fourteenth Street (N. Y.)	726,361
30 Sep. '63	4.52	—	—	Grand St. & Newtown (W'g)	—
30 Sep. '63	4.63	—	—	Harlem Br., Morris' & Ford' m	—
30 Sep. '63	—	—	—	Main & Ohio St. (Buffalo)	—
30 Sep. '63	—	—	—	Niagara Street (Buffalo)	—
30 Sep. '63	19.00	—	34	Ninth Avenue (N. Y.)	447,598
30 Sep. '63	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	705,360
30 Sep. '63	—	—	—	Port Morris & Westchester	1,200
30 Sep. '63	7.50	3.40	18	Rochester City & Brighton	81,500
30 Sep. '63	16.00	—	—	Second Avenue (N. Y.)	1,135,848
30 Sep. '63	8.37	—	4025	Sixth Avenue (N. Y.)	1,161,893
30 Sep. '63	—	—	—	Tenth Av & 32d st. (N. Y.)	1,819,308
30 Sep. '63	16.50	—	117	Third Avenue (N. Y.)	211,000
30 Sep. '63	—	—	—	Troy and Lansingburg	2,160
30 Sep. '63	2.00	3.50	—	Utica City	62,000
30 Sep. '63	1.50	—	—	V. Brunt st. & Erie Bas. (Buff.)	500,000
31 Dec. '62	5.32	—	7	New Jersey.	—
31 Dec. '62	5.05	2.50	8	Hoboken and Hudson City	32,000
31 Dec. '62	10.47	—	—	Hoboken and Weehawken	184,400
31 Dec. '62	17.00	150	22	Jersey City & Bergen Point	411,000
31 Dec. '62	5.80	—	8	Orange and Newark	100,000
31 Dec. '62	—	—	—	West Hoboken & Hoboken	40,000
31 Oct. '63	7.89	133	22	PENNSYLVANIA.	—
31 Oct. '63	8.13	126	14	Chestnut & Walnut (Phila.)	197,573
31 Oct. '63	4.12	18	4	Citizens' (Pittsburg.)	157,627
31 Oct. '63	4.38	112	20	Delaware County	30,729
31 Oct. '63	16.74	274	42	Fairmount & Arch st. (Phil.)	194,017
31 Oct. '63	20.25	205	35	Frankford & Southw'k (Ph.)	72,434
31 Oct. '63	—	—	—	Germantown	369,446
31 Oct. '63	8.40	118	25	Girard College (Phila.)	180,000
31 Oct. '63	8.73	196	36	Green & Coates st. (Phila.)	224,182
31 Oct. '63	11.60	—	—	Hestonv., Mantua & Fairm't	100,000
31 Oct. '63	—	—	—	Lombard & South st. (Phila.)	60,000
31 Oct. '63	11.17	—	—	North Philadelphia	300,000
31 Oct. '63	12.00	96	19	Oakland (Pittsburg & E. L.)	75,500
31 Oct. '63	10.57	57	10	Philadelphia and Darby	83,447
31 Oct. '63	0.52	108	13	Pittsb., Alleghany & Manch'	84,418
31 Oct. '63	4.51	70	10	Pittsburg and Birmingham	62,952
31 Oct. '63	6.16	128	21	Reese and Vine (Fairmount)	121,613
31 Oct. '63	6.20	—	—	Richmond & Schuykill (Ph.)	130,000
31 Oct. '63	7.78	54	10	Ridge Avenue & Manyunk	179,635
31 Oct. '63	19.46	382	60	Second & Third st. (Phila.)	47,779
31 Oct. '63	5.62	60	15	17th & 19th st. (Phila.)	131,699
31 Oct. '63	8.38	120	17	Spruce & Pine (Phil. & Gr.F.)	173,010
31 Oct. '63	7.65	151	36	10th & 11th st. (Citizens.)	171,776
31 Oct. '63	6.25	133	16	13th & 15th st. (Phila.)	100,000
31 Oct. '63	9.31	223	48	West Philadelphia	301,056
31 Dec. '62	21.00	—	340	MARYLAND.	—
31 Dec. '62	—	—	50	Baltimore City	700,000
31 Dec. '62	5.00	—	—	Ohio.	—
31 Dec. '62	5.00	—	—	Cincinnati Street	151,913
31 Dec. '62	3.81	—	—	City (Cinc.) Passenger	111,412
31 Dec. '62	3.63	—	—	Passenger (Cinc.)	69,837
31 Dec. '62	—	—	—	Pendleton & S. st. Mart' (Cin.)	70,000
30 Nov. '62	8.29	—	—	MISSOURI.	—
30 Nov. '62	8.33	—	—	Citizens' (St. Louis.)	117,437
30 Nov. '62	4.46	—	—	Missouri (St. Louis.)	76,674
30 Nov. '62	10.20	—	—	People's (St. Louis.)	83,875
30 Nov. '62	—	—	—	St. Louis	298,604

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

PASSENGER RAILROAD BONDS.

DESCRIPTION.	Amount outstanding.	INTEREST.	Payable.	Princip.
	Rate.			Market.
Broadway (Brooklyn):	\$ 27,500	90 Months	7 J. & J.	p. a.
Real Estate Mortgage	22,900	7	J. & J.	1883
Brooklyn, Bath & Coney Is'd	44,500	7	J. & J.	1883
1st Mortgage	44,500	7	J. & J.	1883
Brooklyn Centr. & Jamaica:	304,250	7	J. & D.	1870
1st Mortgage	22,900	7	J. & J.	1870
Brooklyn City:	170,000	7	J. & J.	1872
1st Mortgage	166,000	7	J. & J.	1872
Brooklyn City & Newtown:	—	—	—	—
1st Mortgage	—	—	—	—
Cambridge:	150,000	6	J. & J.	1883 99
Central Park, East & North River:	101,000	7	J. & J.	1874
1st Mortgage	47,800	7	J. & J.	1870
Cliftondale:	25,000	6	J. & J.	1871
Coney Island and Brooklyn:	13,000	7	J. & J.	1873
Delaware County:	6,500	7	—	—
1st Mortgage	—	—	—	—
Dorchester:	5,000	6	—	—
Real Estate Mortgage	—	—	—	—
Dorchester and Roxbury:	5,000	6	—	—
1st Mortgage	7,800	6	J. & J.	—
Forty-second street:	127,150	7	J. & J.	1873
1st Mortgage	200,000	7	J. & J.	1869 107
Germantown:	250,000	7	J. & J.	1869
Green and Coates St.:	82,000	7	J. & J.	1870 99
Hestonville, Mantua & Fairmount:	40,000	7	J. & J.	1869
1st Mortgage	—	—	—	—
Hoboken and Weehawken:	60,000	7	M. & S.	1872
1st Mortgage	—	—	—	—
Lynn and Boston:	50,000	6	M. & S.	1871-72 100
1st Mortgage [road]	—	—	—	—
Malden and Melrose:	75,000	6	—	1880 91
1st Mortgage guaranteed:	—	—	—	—
Medford and Charlestown:	12,000	6	—	—
1st Mort. [Winter St. Br.]	—	—	—	—
Metropolitan:	36,625	6	—	—
1st Mortgage	—	—	—	—
Real Estate Mortgage	—	—	—	—
Middlesex:	60,000	6	—	1870
Malden & Melrose bonds.	6,210	—	—	—
Real Estate	—	—	—	—
Ninth Avenue:	57,000	7	—	—
North Philadelphia:	100,000	7	J. & J.	1869
1st Mortgage	—	—	—	—
Orange and Newark:	106,000	7	J. & J.	1881
1st Mortgage Broad street.	100,000	7	J. & J.	1880
" O. & Newark	100,000	7	J. & J.	1883
2d Mortgage	100,000	7	J. & J.	1883
Philadelphia City:	135,000	6	J. & J.	1879 91
1st Mortgage	—	—	—	—
Philadelphia and Darby:	17,000	7	J. & J.	1870
1st Mortgage	—	—	—	—
Philadelphia and Gray's Ferry:	16,500	7	J. & J.	1869
1st Mortgage	—	—	—	—
Pittsburg, Allegheny and Manchester:	64,200	—	—	—
1st Mortgage	25,000	7	J. & J.	1871
Pittsburg & Birmingham:	22,000	7	J. & J.	1870
1st Mortgage	—	—	—	—
Pittsburg & East Liberty:	—	—	—	—
1st Mortgage	87,000	7	J. & J.	1871
Quincy:	50,000	—	M. & S.	1868
Plain bonds.	30,000	7	J. & J.	1870
Richmond and Schuykill:	30,000	7	J. & J.	1870
Rochester City & Brighton	66,000	7	J. & J.	—
1st Mortgage	—	—	—	—
Second Avenue:	500,000	7	J. & D.	1867
1st Mortgage	—	—	—	—
Second and Third Street:	125,000	7	J. & J.	1868 110
1st Mortgage	50,800	7	J. & J.	1869
Second & 15th st. (Citizens.)	—	—	—	—
1st Mortgage	15,000	7	J. & J.	1875
Third Avenue:	24,800	6	M. & S.	1872
Third Avenue.	340,000	7	J. & J.	1870
1st Mortgage	60,000	7	M. & N.	1873
West Hoboken & Hoboken:	60,000	7	M. & N.	1873
1st Mortgage	60,000	7	J. & J.	1869
West Philadelphia:	100,000	7	J. & J.	1869
1st Mortgage	100,000	7	J. & J.	1869

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.—			DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.—			
		Rate.	Periods.	When Due.			Market Price.	Rate.	Periods.	
UNITED STATES LOANS.										
Loan of Jan. 25, 1847 registered	\$8,415,250	6	Jan. & July.	1867	135	Massachusetts—Union Fund Loan	coupon	3,000,000	6	Jan. & July.
Loan of March 31, 1848 registered	8,904,342	6	Jan. & July.	1868	131	" " " "	"	600,000	5	" " " "
" " " " coupon		6	Jan. & July.	1868	135	Bounty Fund Loan	"	500,000	5	May & Nov.
Texas Indemnity, of Sep. 9, 1850 coupon	2,052,000	6	Jan. & July.	1865	225	Coast Defence Loan	"	1,000,000	5	" " " "
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	100	Back Bay Loan	"	168,000	5	" " " "
" " " " coupon		5	Jan. & July.	1874	102	Michigan—Renewal Loan	coupon	216,000	6	Jan. & July.
Loan of June 22, 1860 registered	7,022,000	5	Jan. & July.	1871	115	Canal Loan (sink'g fd)	"	100,000	6	" " " "
" " " " coupon		5	Jan. & July.	1871	119	War Loan	(" ") "	567,000	7	" " " "
Oregon War Debt of March, 1861 coupon	1,016,000	6	Yearly.	1881	111	Redemption Pn (" ")	"	2,000,000	6	" " " "
" " " " coupon		6	Jan. & July.	1881	110	Minnesota—State bonds	coupon	250,000	8	Jan. & July.
Loan of Feb. 8, 1861 registered	18,416,000	6	Jan. & July.	1881	111	" " (Indian war)"	"	100,000	7	" " " "
" " " " coupon		6	Jan. & July.	1881	113	" " (Railroads)"	"	2,275,000	7	" " " "
Loan of July 17, & Aug. 5, 1861 registered	249,977,800	6	Jan. & July.	1881	112	Mississippi—State bonds (Banks)	coupon	2,000,000	6	" " " "
" " " " coupon		6	Jan. & July.	1882	108	Missouri—Bank Stock Loan of 1857	"	63,000	5	Jan. & July.
Loan of Feb. 25, 1862 (5-20s) registered	510,756,900	6	May & Nov.	1882	09	" " " "	"	199,000	6	April & Oct.
" " " " (5-20s) coupon		6	May & Nov.	1882	09	Capitol Loan of 1867	"	40,000	6	Jan. & July.
Loan of March 3, 1864 (10-40s) registered	81,680,000	5	Mar. & Sept.	1904	101	Renewal Loan of 1853	"	200,000	6	" " " "
" " " " coupon		5	Mar. & Sept.	1904	102	R. R. Loans: Pacific R. R. coupon	"	7,000,000	6	" " " "
Loan of March 3, 1864 (5-20s) registered	40,000,000	6	May & Nov.	1884	09	" S. W. Branch	"	4,500,000	6	" " " "
" " " " coupon		6	May & Nov.	1884	09	H. & St. Joseph	"	3,000,000	6	" " " "
Treasury Notes of July 17, 1861 coupon	14,146,900	13	April & Oct.	1864	118	N. Missouri	"	4,350,000	6	" " " "
of Mar. 3, 1864 coupon		13	Feb. & Aug.	1867	114	Iron Mountain	"	3,501,000	6	" " " "
Debt Certificates	236,373,000	6	At maturity.	171	"	C. & Fulton	"	650,000	6	" " " "
One Year Treasury Notes (legal tender)	43,585,000	5	"	"	"	Platte Co.	"	700,000	6	" " " "
Two Years	16,748,000	5	"	"	"	Revenue bonds	"	431,000	9	June & Dec.
Two Years' Treasury Notes (coupon)	61,186,710	5	June & Dec.	1865	"	State Defense warrants	"	780,000	6	" " " "
Three Years' Compound Interest notes of '63	15,000,000	6	at maturity.	1866	"	Notes	"	655,100	6	Feb. & Aug.
" " " " of '64	38,813,870	6	"	1867	"	New Hampshire—State bonds	coupon	200,000	6	" " " "
STATE LOANS.										
Alabama—State bonds	3,423,000	5	Jan. & July.	1877	---	New Jersey—State stock	registered	95,000	6	Jan. & July.
Arkansas—State bonds (R. E. B'k)	896,000	6	No int'est	1868	---	State bonds (war loan)	coupon	631,820	6	Var.
" " " " (B'k of State)"	610,000	6	paid for	1868	---	" " " "	"	200,000	6	Jan. & July.
" " " " (") "	38,000	5	many yrs'	1868	---	New York—General Fd: Astor Debt	"	561,500	5	Jan. & July.
California—Civil bonds of 1857	3,272,500	7	Jan. & July.	1878	155	Deficiency Loans	"	348,107	5	Jan. & July.
" " " " 1860	198,500	7	"	1890	---	" " " "	"	900,000	5	Var.
Connecticut—War Fund bonds	2,000,000	6	Jan. & July.	71-72	---	Comptroller's b'nds	"	442,961	5	May & Nov.
" " " " "	1,000,000	6	"	'81-'82	103	Comp. b'nds	"	1,189,781	6	Jan. & July.
Florida—State bonds	143,000	7	"	1882	---	Railroad Loans	"	28,698	5	" " " "
Georgia—State bonds	72,000	5	Jan. & July.	1872	---	" " " "	"	421,000	6	Jan. & July.
" " " " (R. R. & B'k)"	2,073,750	6	"	'83-'80	60	Railroad Loans	"	287,700	4	J. A., J., & O.
" " " " (R. R.)	525,000	7	"	62-72	---	" " " "	"	68,000	5	Feb. & Aug.
Illinois—New Int. Impr. stock inscribed	1,970,987	6	Jan. & July.	1870	101	" " " "	"	28,000	5	J. A., J., & O.
" " " " interest stock	1,322,085	6	"	1877	100	" " " "	"	320,000	5	Jan. & July.
" " " " Refunded stock	2,187,000	6	"	1860	100	Canal Fund Loans	"	100,000	6	Var.
" " " " Canal bonds (sterling)"	2,000,000	6	"	1879	98	" " " "	"	6,922,274	5	" " " "
" " " " (dollar)"	1,775,423	6	"	1870	100	" " " "	"	15,889,025	6	" " " "
Indiana—State stock registered	5,325,500	5	Jan. & July.	1886	86	" " " "	"	1,200,000	7	Var.
" " " " 2,058,173	24	"	"	1886	88	" " " "	"	9,129,505	6	Various.
" " " " State Int. Imp. bonds (not adjusted)	391,000	"	d'm'd.	"	"	" " " "	"	1,268,279	6	Jan. & July.
" " " " State War Loan bonds	1,371,780	5	May & Nov.	1881	90	" " " "	"	1,915,000	5	Jan. & July.
" " " " Canal Preferred stock	4,079,500	5	Jan. & July.	1881	90	" " " "	"	379,866	6	Var.
" " " " special stock	1,216,737	5	"	1881	90	" " " "	"	2,183,582	6	Var.
" " " " Deferred stock	1,243,000	5	"	1881	90	" " " "	"	1,600,000	6	Var.
" " " " special stock	479,545	5	"	1881	90	" " " "	"	4,096,309	6	Var.
Iowa—State stocks	200,000	7	Jan. & July.	1868	---	" " " "	"	2,400,000	6	Var.
" " " " (war loan)"	800,000	7	"	'81-'82	103	" " " "	"	125,680	6	Var.
" " " " bonds to School Fund	122,295	10	Annually.	1868	---	" " " "	"	1,500	6	Var.
Kansas—State bonds (sinking fund)	146,000	7	Jan. & July.	1876	---	" " " "	"	279,313	6	Var.
" " " " (domestic)"	54,000	7	May & Nov.	1878	---	" " " "	"	2,920,403	6	Yearly.
Kentucky—State bonds	66,000	6	July.	1883	---	" " " "	"	56,372	---	---
" " " " (bank)"	4,800,000	5	Jan. & July.	1865	---	" " " "	"	due.	---	---
" " " " (war loan)"	600,000	5	"	1865	---	Pennsylvania—State Stock Loans	"	131,200	4	April & Oct.
Louisiana—State bonds (R. R. etc.)	516,130	5	"	1883	---	" " " "	"	3,886,070	5	Jan. & July.
" " " " (R. R. etc.)	2,902,000	6	"	1883	---	" " " "	"	3,690,614	5	Feb. & Aug.
" " " " (banks)"	5,398,533	6	"	1871	65	" " " "	"	3,241,898	5	Mar. & Sept.
" " " " (war loan)"	670,000	6	"	1871	65	" " " "	"	210,263	6	June & Dec.
Maine—State bonds	1,000,000	6	Mar. & Sept.	1877	100	" " " "	"	2,177,890	5	Feb. & Aug.
" " " " (war loan)"	1,000,000	6	Jan. & July.	1878	101	" " " "	"	675,029	6	Feb. & Aug.
Maryland—State bonds (stg conv.)	816,000	5	"	1865	---	" " " "	"	1,046,629	5	Feb. & Aug.
" " " " (stg conv.)	5,585,555	5	"	1865	---	" " " "	"	1,558,673	5	June & Dec.
" " " " (dollar)" inscribed	2,490,589	5	"	1865	---	" " " "	"	2,277,755	5	Jan. & July.
" " " " 500,000	500,000	3	"	1865	---	" " " "	"	1,766,214	5	Var.
" " " " 100,000	100,000	4	Chiefly quarterly.	1888	---	" " " "	"	4,860,000	5	Feb. & Aug.
" " " " 767,560	767,560	5	"	1880	---	" " " "	"	428,000	5	Feb. & Aug.
" " " " 394,408	394,408	5	"	1880	---	" " " "	"	400,000	5	April & Oct.
" " " " 148,711	148,711	6	"	1880	---	" " " "	"	650,000	5	Jan. & July.
" " " " 133,089	133,089	6	"	1880	---	" " " "	"	360,937	5	Var.
" " " " 3,000,000	3,000,000	6	"	1880	---	" " " "	"	2,777,755	5	Var.
" " " " 35,000	35,000	6	"	1885	---	" " " "	"	1,766,214	5	Feb. & Aug.
" " " " 608,383	608,383	6	"	1885	---	" " " "	"	4,860,000	5	Feb. & Aug.
" " " " 3,995,555	3,995,555	6	April & Oct.	1888	---	" " " "	"	428,000	5	Feb. & Aug.
" " " " (T. & G. R. R.)	603,380	6	"	1888	---	" " " "	"	400,000	5	Feb. & Aug.
" " " " (" " dollar)	416,500	6	"	1888	---	" " " "	"	650,000	5	Feb. & Aug.
" " " " 300,000	300,000	5	"	1888	---	" " " "	"	97,360	5	Feb. & Aug.
" " " " (Eas'trn R. R.)	600,000	6	Jan. & July.	1865-71	150	" " " "	"	3,000,000	5	Feb. & Aug.
" " " " (N. & W. R. R.)	400,000	6	"	1870	107	" " " "	"	1,708,017	5	Feb. & Aug.
" " " " (Com. Stat. sc.)	150,000	6	"	1870	107	" " " "	"	1,708,017	5	Feb. & Aug.
" " " " (Buildings sc.)	200,000	6	June & Dec.	1868-77	123	" " " "	"	1,708,017	5	Feb. & Aug.
" " " " 245,000	245,000	5	April & Oct.	1868-74	123	" " " "	"	1,708,017	5	Feb. & Aug.
" " " " 200,000	200,000	5	May & Nov.	1868-72	123	" " " "	"	1,708,017	5	Feb. & Aug.
" " " " 94,000	94,000	5	Jan. & July.	1874	123	" " " "	"	1,708,017	5	Feb. & Aug.
" " " " 200,000	200,000	5	"	1874	123	" " " "	"	1,708,017	5	Feb. & Aug.
" " " " 247,000	247,000	5	June & Dec.	1868-72	123	" " " "	"	1,708,017	5	Feb. & Aug.
" " " " 58,000	58,000	5	"	1868-72	123	" " " "	"	1,708,017	5	Feb. & Aug.
TEXAS. Had no debt in 1861.										
Vermont—Inscribed certificates								175,000	6	---
" " " " State bonds (war loan)								58,000	6	---
" " " " (inter. impr.)								751,000	6	---
Tennessee—State bonds (banks)								1,126,000	6	---
" " " " (railroads)"								12,799,000	6	---
" " " " (capitol)"								608,000	5	---
" " " " (Hermitage)"								48,000	6	---
Texas—No information									1,708,017	

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton :													928,641
1860	55,754	55,123	74,490	63,995	80,211	70,426	81,453	105,635	94,928	107,758	73,751	64,937	
1861	51,551	75,261	78,361	65,358	75,260	68,761	78,474	136,987	141,174	122,487	104,254	80,296	1,096,424
1862	73,189	93,591	110,985	72,196	81,994	90,625	95,096	128,191	128,639	119,409	115,301	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,187	157,948	170,044	170,910	156,869	153,394	1,673,706
1864	100,091	154,417	195,802	162,722	178,785	206,090	224,256	312,164	320,857	281,419	-----	-----	
Chicago and Rock Island :													1,151,008
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	
1861	83,080	63,975	77,007	76,609	102,163	90,621	88,410	130,642	144,084	152,537	123,319	118,763	1,261,056
1862	120,776	90,607	75,676	76,459	102,383	138,374	119,947	117,086	146,268	161,503	138,795	132,595	1,423,438
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,806	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	175,838	188,565	205,866	195,106	271,141	331,494	312,049	319,516	303,187	
Chicago and Northwestern :													
1859	18,569	19,555	22,970	25,881	28,291	28,066	24,326	28,686	51,340	55,831	55,003	42,101	400,458
1860	32,192	33,408	46,346	48,919	62,392	45,085	39,500	49,671	80,819	106,787	74,831	68,584	675,764
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,597	60,527	87,167	105,146	81,296	55,199	855,058
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,044	124,787	108,966	90,991	994,677
1863	69,691	81,160	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	153,388	163,522	1,483,197
1864	98,123	111,495	157,962	174,589	188,629	-----	-----	-----	-----	-----	-----	-----	
Cleveland and Toledo :													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	55,907	55,085	50,886	66,573	84,003	94,406	82,467	82,400	889,495
1861	55,239	76,918	85,663	90,324	65,302	63,187	52,269	60,285	84,840	98,528	88,401	105,263	955,955
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	146,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,569	90,882	95,134	130,551	160,397	143,820	186,920	1,570,506
1864	154,058	176,105	203,329	158,077	126,000	100,000	113,515	154,245	182,110	183,649	184,614	208,291	
Erie :													
1859	304,708	319,593	372,296	380,843	349,953	330,657	361,819	389,114	455,235	465,956	565,008	414,764	4,851,041
1860	354,000	433,311	457,161	393,409	386,400	319,895	477,642	606,124	587,242	661,448	412,723	585,426	
1861	440,507	391,932	458,560	647,174	506,610	430,063	372,706	419,010	515,948	719,354	734,108	714,211	6,214,181
1862	699,097	601,995	633,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,533
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	837,092	816,801	965,294	1,024,649	1,035,321	10,469,487
1864	984,537	914,133	1,004,508	1,079,508	1,052,298	1,021,976	974,317	1,085,384	1,201,006	1,202,569	1,204,908	1,267,414	
Galena and Chicago :													
1860	60,653	62,698	80,793	93,254	115,506	93,449	80,705	166,541	219,528	252,108	142,688	94,860	1,402,627
1861	97,253	76,855	101,600	103,795	165,707	122,823	145,389	150,359	200,276	231,326	172,700	122,309	1,720,391
1862	109,867	108,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	287,122	228,407	204,716	2,193,20
1864	143,906	169,577	177,251	196,872	220,826	-----	-----	-----	-----	-----	-----	-----	
Hudson River :													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,308	155,164	156,978	170,157	167,448	232,033	1,933,433
1860	212,714	204,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	198,951	220,370	207,562	
1861	223,157	205,343	167,560	189,751	150,808	122,683	114,804	135,299	146,424	173,261	246,283	2,023,631	
1862	307,330	281,568	308,963	202,346	182,442	151,427	159,769	193,442	211,118	239,911	270,083	403,571	2,922,978
1863	458,963	425,047	366,802	270,676	244,771	202,392	190,364	215,561	268,100	302,174	295,750	484,550	3,726,141
1864	501,231	472,240	356,626	278,540	281,759	253,049	273,726	306,596	361,600	340,900	-----	-----	
Illinois Central :													
1859	182,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,06
1860	185,267	185,268	206,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,684,841
1861	321,844	279,268	229,334	192,054	199,488	177,829	188,280	268,983	289,862	324,024	243,249	224,401	2,599,611
1862	190,130	236,637	181,084	191,648	206,246	206,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,821
1863	299,944	271,085	275,643	280,224	324,687	407,992	343,929	511,305	475,576	496,433	437,679	424,531	4,571,02
1864	318,200	406,505	445,320	421,457	414,731	497,223	404,197	585,434	767,363	684,299	617,711	-----	
Marietta and Cincinnati :													
1862	38,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,820	55,257	48,544	512,211
1863	38,203	63,778	60,540	64,506	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,22
1864	56,540	77,874	90,755	73,215	83,964	75,056	89,533	94,376	90,602	90,576	97,047	-----	
Milwaukee and Prairie du Chien :													
1860	37,520	32,301	39,501	45,811	50,082	45,797	37,429	60,229	139,761	163,615	90,900	44,896	799,84
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,183,44
1862	69,903	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	227,272	61,835	116,75	1,224,24
1863	76,180	76,182	44,925	88,177	106,967	111,260	71,587	69,352	156,417	205,054	138,342	90,000	1,224,24
1864	102,748	116,135	88,223	140,417	186,747	212,223	139,647	113,398	168,213	178,526	157,099	-----	
Michigan Southern & Northern Indiana :													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,496	162,172	1,754,81
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,81
1861	140,925	116,933	153,170	186,961	170,362	161,391	126,558	178,773	233,690	276,181	231,266	189,077	2,189,07
1862	163,182	163,728	157,500	193,120	200,826	181,988	180,916	226,819	216,109	325,818	308,284	279,539	2,647,84
1863	248,784	230,608	557,277	238,495	286,463	241,236	198,145	288,012	308,106	375,567	332,260	348,048	3,302,54
1864	256,600	304,445	333,058	327,206	338,276	271,583	265,780	265,244	346,781	408,866	406,510	376,470	
Michigan Central :													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,41
1860	110,712	107,749	160,311	165,741	158,610	128,085	132,593	192,540	251,423	300,474	196,182	129,022	2,026,14
1861	142,334	119,764	151,871	172,614	149,550	138,620	123,377	144,982	236,848	307,333	242,089	200,134	2,124,37
1862	230,189	169,688	151,902	175,696	186,039	174,002	172,189	216,024	236,965	322,369	307,474	246,634	2,660,76
1863	242,073	246,868	236,432	238,495	206,221	193,328	175,449	308,188	375,488	388,794	306,186	308,186	3,168,00
1864	252,435	278,848	348,802	338,276	271,583	265,780	265,244	346,781	408,866	406,510	376,470	-----	
New York and Harlem :													
1859	91,990	94,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,557	85,785	94,554	1,102,8
1860	97,016	98,598	80,508	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,7
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,386	97,558	91,111	90,671	1,110,10
1862	100,604	96,689	102,808	94,96									

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.			Description.	Amount.	Interest.	Interest.					
			When payable.	Where payable.	Due.				When payable.	Where payable.	Due.			
Alabama and Florida :														
Mortgage	\$300,000	7			1867		Chicago and Rock Island :	1,397,000	7	Jan. & July.	New York.	1870 104		
Convert. (guar. by Dir.)	150,000	7			1863		Chicago and Northwestern :	1,250,000	7	Feb. & Aug.	New York.	1885 105		
Alabama and Tenn. Rivers :							Preferred Sinking Fund	3,600,000	7	" "	"	1885 94		
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872		Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883 91		
2d Mortgage	225,706	8			1864		2d Mortgage	2,000,000	6	" "	" "	1890 95		
Albany, Vt., and Canada :							Appleton Extension Bonds	134,000	7	Feb. & Aug.	" "	1885 90		
1st Mortgage	600,000	7	March & Sept.	New York.	1857		Green Bay Extension Bonds	300,000	7	" "	" "	1885 98		
Atlantic and Gt. Western (N.Y.) :							Flagg Trust Bonds	245,000	8	Jan. & July.	" "	---		
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879		Cincinnati, Hamilton and Dayton :	384,000	7	Jan. & July.	New York.	1867 110		
2d Mortgage	593,500	7	" "	"	1881		2d Mortgage	1,250,000	7	May & Nov.	" "	1880 116		
Atlantic and Gt. Western (Pa.) :							1st Mortgage	1,300,000	7	May & Nov.	New York.	1863 ---		
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877		Cleveland and Mahoning :							
2d Mortgage	956,000	7	" "	"	1882		1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873 107		
Eastern Coal Fields Branch	400,000	7	" "	"	1882		2d Mortgage	244,200	7	March & Sept.	" "	1864 110		
Atlantic and Great Western (O.) :							3d Mortgage	658,200	8	" "	" "	1876 ---		
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	85	Clev., Painesville and Ashtabula :							
2d Mortgage	7	Jan. & July.	" "	"	1883	98	2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862 92		
Atlantic and St. Lawrence :							Special (Stimbury and Erie) ---	560,000	7	" "	" "	1878 121		
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92	Dividend Mortgage	900,000	7			1880 ---		
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96	Cleveland and Pittsburg :							
City of Portland Loan (Coup.)	1,000,000	6	Various	N. Y. P. & Box.	'68-'70		1st Mortgage (Main Line) ---	800,000	7	Feb. & Aug.	New York.	1860 ---		
Baltimore and Ohio :							2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873 100		
Maryland Sterling B'ds of 1833	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838		3d Mort. (M. L.) or 2d Extension	1,162,000	7	" "	" "	1875 98		
Mortgage Coupons	" " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	107	4th Mort. (M. L.) or 3d Extension	1,069,028	6	" "	" "	1886 80	
" " " 1850	700,000	6	Jan. & July.	"	1880	108	River Line bonds	20,000	7			1887 ---		
" " " 1855	1,128,500	6	Jan. & July.	"	1875	105								
" " " 1854	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	101								
" " " 1852	5,000,000	6	Jan. & July.	"	1890	111								
Balt. City Loan of 1855							1st Mortgage, Coupon	500,000	7	Jan. & July.	New York.	64-90 ---		
Bellefontaine and Indiana :							Cleveland and Toledo :							
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101	Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867 101		
2d Mortgage	130,000	7	" "	"	1870		Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872 101		
Belvidere, Delaware :							Tol. Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863 75		
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100	C. and T. Income Mortgage	250	7	March & Sept.	" "	1863 75		
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	96	C. and T. Income (convertible)	119,000	7	Jan. & July.	" "	1864 ---		
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877		C. and T. Income (convertible)	167,000	7		" "	1864 ---		
Boston Concord and Montreal :							C. and T. Dividend (convert.)	123,500	7	April & Oct.	New York.	1865 70		
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102	C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870 ---		
1st Mortgage	300,000	7	" "	New York.	1865	100	C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1865 105		
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870		Columbus and Xenia :							
2d Mortgage Coupons	250,000	7	" "	"	1870		Dividend (due 1860, '61, '62, '66)	208,000	6	June & Dec.	New York.	var. ---		
Boston and Lowell :							Connecticut River :							
Mortgage	440,000	6	Jan. & July.	Boston.	1873	105	1st Mortgage	250,000	6	March & Sept.	Boston.	1878 103		
Buffalo, New York and Erie :							2d Mortgage	800,000	6	June & Dec.	Boston.	1876 96		
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	105								
2d Mortgage coupon	426,714	7	May & Nov.	"	1872	108								
Buffalo and State Line :														
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101								
Income \$ in '99, \$ in '72	200,000	7	Jan. & July.	"	1864									
Unsecured	200,000	7	" "	"	1864									
Special Erie and North-East	149,000	7	" "	"	'61-'70									
Burlington and Missouri :														
1st Mort. on 1st Division	500,000	6	Feb. & Aug.	New York.	---									
Cairo and Fulton (Mo.) :														
State (Mo.) Loan	650,000	6												
Camden and Amboy :														
English debt (S. F.) £455,093	2,192,923	6	Semi-annual.	London.	1880									
Converted Sterling Loan	798,200	5	"	"	1863									
American Loan	782,000	6	"	New York.	1864	105								
Loan for \$500,000	500,000	6	"	"	1867	108								
" " \$800,000	790,600	6	"	"	1870	106								
" " \$75,000	675,000	6	"	"	1875	99								
" " \$1,700,000	1,700,000	6	"	"	1883	101								
" " \$2,500,000	867,000	6	"	"	1889	100								
Consolid. Mort. Loan \$5,000,000			"	"		107								
Camden and Atlantic :														
1st Mortgage Coupon	1,087,375	7	Feb. & Aug.	Philadelphia.	1872									
Catawissa :														
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882									
Cayuga and Susquehanna :														
1st Mortgage	300,000	7	Jan. & July.	New York.	1865									
Central of New Jersey :														
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	105								
2d Mortgage	600,000	7	May & Nov.	"	1875	114								
Central Ohio :														
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	106	1st Mortgage	300,000	8	Jan. & July.	New York.	1867 114		
1st Mortgage E. Div.	900,000	7	Feb. & Aug.	"	1864	94	2d Mortgage	2,606,000	8	" "	" "	1881 103		
2d Mortgage	800,000	7	June & Dec.	New York.	1865	101								
3d Mortgage (S. F.)	950,000	7	" "	"	1885	86								
4th Mortgage (S. F.)	1,365,800	7	" "	"	1876	50								
Charleston and Savannah :														
1st Mortgage (endorsed)	510,000	6					1st Mortgage	344,000	7					
2d Mortgage	1,000,000	7					Income (due \$75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64 103		
Cheshire :							2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872 98		
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	99	3d Mortgage (convertible)	672,000	6	Feb. & Aug.	Boston.	1874 105		
Chicago, Burlington & Quincy :							1st M. (State) \$75,000 a yr after '64	500,000	5	Ja. Ap. Ju. Oc.	" "	'65-'71 ---		
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1883	114	East Tennessee and Georgia :							
" " " inconvertible	316,300	8	" "	"	1883		State, 1st Mortgage	970,000	8	April & Oct.	New York.	1871 108		
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	"	1890		1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875 112		
2d Mortgage, inconvertible	940,500	4	July.	Frankfort o. M.	1890		2d Mortgage	2,500,000	7	Jan. & July.	New York.	1875 60		
Chicago and Aurora 1st Mort.	156,000	7	Jan. & July.	New York.	1867		3d Mortgage	1,000,000	8	" "	" "	1866 ---		
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	"	1868		4th Mortgage (G. W. R. R.)	750,000	10	" "	" "	1863 ---		
" " " Plain	65,000	8	March & Sept.	"	1876		1st Mortgage coupon	500,000	8					
Chicago and Alton :														
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	104	1st Mortgage	344,000	7					
1st Mortgage pref. S. F.	685,000	7	April & Oct.	"	1877	100	Income (due \$75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64 103		
Income Bonds	1,100,000	7	May & Nov.	"	1882	90	2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872 98		
Chicago and Milwaukee :							3d Mortgage (convertible)	672,000	6	Feb. & Aug.	Boston.	1874 105		
1st General Mort.							1st M. (State) \$75,000 a yr after '64	500,000	5	Ja. Ap. Ju. Oc.	" "	'65-'71 ---		
1st " " (J. & M.) conv.	7	May & Nov.	"	New York.	1893		East Tennessee and Virginia :	1,602,000	7					
1st " " (M. & U.)	8	Jan. & July.	"	"	1874		State, 1st Lien	200,000						
2d	8	" "	"	"	1874		Knoxville, Endorsed by State of Tennessee.	100,000						

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest.			Description.	Amount.	Interest.	Interest.			
			When payable.	Where payable.	Due.				When payable.	Where payable.	Due.	Price
Gales and Chicago Union:						Mamphis and Ohio:						
1st Mortgage Coupon	1,981,000	7 Feb. & Aug.	New York.	1882	114	State [Tenn.] Loan	\$1,240,000	6				
2d Mortgage (S. F.) Coupon	1,326,000	7 May & Nov.	" "	1876	106	Michigan Central:						
Elgin and State Line	139,000	Jan. & July.	" "	1879	---	1st Mortgage Sterling	467,489	6 Jan. & July.	London	1872	98	
Great Western, Ill.:						1st Mortgage Stg (convertible)	500,000	8 March & Sept.	"	1869	84	
1st Mortgage Western Division	1,000,000	10 April & Oct.	New York.	1893	106	1st Mortgage (convert.) Dollar	2,230,500	8 "	N.Y. & Boston	1869	115	
" Eastern "	1,350,000	7 Feb. & Aug.	" "	1865	1024	1st Mortgage (convert.) Dollar	215,000	8 April & Oct.	" "	1882	119	
Hannibal and St. Joseph:						1st Mortgage (S. F.) convertible	4,328,000	8 "	" "	1882	119	
Missouri State Loan (1st Lien)	3,000,000	6 Jan. & July.	New York.	1873-87	85	Mich. Southern and N. Indiana:						
Land Security	3,344,000	7 April & Oct.	" "	1881	90	Michigan Southern, 1st	2,000	7 May & Nov.	New York.	1860	100	
Convertible Bonds	822,000	7 Jan. & July.	" "	1883	100	Northern Indiana, 1st	21,000	7 Feb. & Aug.	" "	1861	107	
Harrisburg and Lancaster:						Erie and Kalamazoo	41,000	7 March & Sept.	" "	1862	---	
New Dollar Bonds	661,000	6 Jan. & July.	Philadelphia.	1883	100	Northern Indiana, conv.	10,000	7 Feb. & Aug.	" "	1863	81	
Hartford and New Haven:						Jackson Branch	77,000	7 "	" "	1865	88	
1st Mortgage	927,000	6 Feb. & Aug.	New York.	1883	99	Goshen Air Line	693,000	7 "	" "	1868	100	
Housatonic:						Detroit and Toledo	734,000	7 "	" "	1876	100	
1st Mortgage	189,000	6 Jan. & July.	Bridgeport.	1877	---	1st General Mortgage (S. F.)	4,512,000	7 May & Nov.	" "	1885	103	
Hudson River:						2d General Mortgage	2,194,500	7 "	" "	1877	93	
1st Mortgage	125,000	7				*Milwaukee and Beloit:						
2d Mortgage (S. F.)	4,000,000	7 Feb. & Aug.	New York.	1893-70	109	1st Mortgage	630,000	8				
3d Mortgage	2,000,000	7 June & Dec.	" "	1885	105	*Milwaukee and Horicon:						
Convertible	1,840,000	7 May & Nov.	" "	1875	103	1st Mortgage	420,000	8				
Illinois Central:						2d Mortgage	600,000	8				
Optional Right bonds	33,000	7 Jan. & July.	New York.	1868	---	Milwaukee and Prairie du Chien:						
Construction	11,432,500	7 April & Oct.	London.	1875	---	1st Mortgage (Coupon)	2,427,000	7 Jan. & July.	New York.	1891	105	
Construction	2,896,500	6 "	"	1875	116	Minnesota and Pacific:						
Eight per cent. bonds	287,000	8 March & Sept.	New York.	1865	---	Real Estate	1,200,000	7 Jan. & July.				
Indiana Central:						Mississippi Central:						
1st Mortgage (convertible)	600,000	7 Jan. & July.	New York.	1866	---	1st Mortgage	1,007,363	7				
2d Mortgage	364,000	10 "	"	1866	118	Mississippi Central and Tenn.:						
Income	20,500					State (Tenn.) Loan	529,000	6				
Indianapolis and Cincinnati:						Mississippi and Missouri:						
1st Mortgage	500,000	7 Jan. & July.	New York.	1866	106	1st Mortgage (convertible)	1,000,000	7	New York.			
2d Mortgage	400,000	7 "	"	1862	100	2d Mortgage (S. F.)	400,000	8	" "			
Real Estate Mortgage	200,000	7		1868	68	Oakaloosa Division	590,000	7 Jan. & July.	" "	1875	184	
Ind. Pittsburgh and Cleveland:						1st Land Grant	2,740,000	7	" "		55	
1st Mortgage	650,000	7 Jan. & July.	New York.	1870	---	2d Land Grant	650,000	7	" "			
2d Mortgage	347,000	7 "	"	1870		Income bonds	511,000	7				
Ind. Indianapolis and Madison:						Mississippi and Tennessee:						
Mortgage	640,000	7 May & Nov.	New York.	1881	100	Tennessee State Loan	98,000	6				
Jeffersonville:						Mississippi State Loan	202,799	6				
1st Mortgage	187,000	7 March & Sept.	New York.	1861	75	1st Mortgage	171,000	7				
2d Mortgage	392,000	7 April & Oct.	" "	1873	70	Mobile and Ohio:						
Kennebec and Portland:						City (Mobile) Tax Loan	400,000	6				
1st Mortgage (City and Town)	800,000	6 April & Oct.	Boston.	1870	---	Tennessee State Loan	674,860	6				
2d Mortgage	230,000	6 "	"	1861		Alabama State Loan	389,410	6				
3d Mortgage	250,000	6 "	"	1862		Income	1,508,070	8 Jan. & July.	New York.	1871-73		
*Kentucky Centr. (Cov. and Lex.)						Sterling	378,035	6				
1st Mortgage	160,000	6				Mississippi State Loan	200,970	6				
1st Mortgage	260,000	7				Montgomery and West Point:						
2d Mortgage (convertible)	1,000,000	7				Alabama State Loan	122,622					
3d Mortgage	600,000	7				Mortgage (due 1860, '63 and '65)	350,000	6				
Guaranteed by Covington	200,000	6				Mortgage	450,000	8	var.			
Cincinnati (exchanged)	100,000	6				Muscookee:						
Kokuk, Ft. D. Moines and Minn.:						1st Mortgage	249,000	7				
City of Keokuk, 20 years	400,000	81				Nashville and Chattanooga:						
City of Keokuk, (special tax)	150,000	101				Mortgage (State endorsed)	1,500,000					
Keokuk, Mt. Pleasant and Muscat:						Chat and Clev. Subs. (endorse)	231,000					
Lee County	150,000	8				*New Albany and Salem:						
City of Keokuk	200,000	8				Crawfordsville	175,000	7				
La Crosse, Viroqua & Mineral Pt:						1st Mortgage	500,000	10				
Lehigh Valley:						1st Mortgage	2,235,000	6				
1st Mortgage	1,465,000	6 May & Nov.	Philadelphia.	1873	100	Mortgage	450,000	7 March & Sept.	New Haven.	1861		
La Crosse and Milwaukee:						2d Mortgage	200,000	6 Jan. & July.	"	1868	96	
1st Mortgage (Eastern Div.)	903,000	7 May & Nov.	Milwaukee.			Extension	118,000	6 May & Nov.	"	1878		
2d Mortgage (Eastern Div.)	1,000,000	7				New Haven and Northampton:						
1st Land Grant (Western Div.)	4,000,000	7 Jan. & July.	New York.	1876	---	1st Mortgage	500,000	7 Jan. & July.	New Haven.	1869		
2d Land Grant (Western Div.)	353,000	7 "	"	1870	100	1st Mortgage (H & Hamp.)	103,000	6				
3d Mortgage (whole road)	1,700,000	7		1870		New Jersey:						
Unsecured Bonds	1,785,000	7				Company's (various)	642,500	6	Semi-ann'yly.	New York.	var.	102
Lexington and Frankfort:						1st Mortgage	51,000	7 Jan. & July.	New London.	1871	100	
Mortgage, due 1864, '69 and '74	106,000	6				N. Orl'ns, Jackson and Gt. North:						
Little Miami:						State (Miss.) Loan	255,000	5				
Mortgage (Coupon)	1,300,000	6 May & Nov.	New York.	1883	103	1st Mortgage Couzon	2,666,000	8 Jan. & July.	New York.	1866		
Long Island:						1st Mortgage	500,000	7 Jan. & July.				
State Loan (S. F.)	100,000	5 Jan. & July.	New York.	1876	---	1st Mortgage (H & Hamp.)	103,000	6				
2d Mortgag	500,000	6 Jan. & July.	New York.	1870	100	New Jersey:						
Extension Bonds	175,000	7 May & Nov.	" "	1890	110	Company's (various)	642,500	6				
Long Dock Co.:						1st Mortgage	51,000	7 Jan. & July.	New London.	1871	100	
Mortgage Bonds	500,000	7 June & Dec.	New York.	1882	110	N. Orl'ns, Opelous, and Gt. West:						
Mortgages on Land	473,809	7 "	"	1870		Louisiana State Loan	641,000	6				
Louisville and Frankfort:						New Orleans City Subscription	1,500,000	5				
Louisville Loan	100,000	7 Jan. & July.	New York.	1881	---	1st Mortgage (S. F.)	566,000	8				
1st Mortgage	201,000	7 Jan. & July.	" "	1881		New York Central:						
Louisville and Nashville:						Premium (S. F.) Bonds	6,917,598	8 May & Nov.	New York.	1883	104	
State [Tenn.], 1st Lien	660,500	6 Jan. & July.	New York.	1882-92	---	D'tbs of former Co's outstand.	224,920					
1st Mortgage	1,864,000	7 Feb. & Aug.	" "	1883		Funding (S. E.) Bonds	1,398,000	7 Feb. & Aug.	" "	1876	116	
Lebanon Branch 1st Mortgage	41,000	7				Exchanged (S. F.) Bds	663,000	6 May & Nov.	" "	1883	100	
Memphis Branch 1st Mortgage	300,000	7				Real Estate (S. F.) Bonds	165,000	6 "	" "	1883	110	
McMinnville and Manchester:						Real Estate Bonds & Mortgages	190,273	7 var.	" "	1883	101	
State [Tenn.]	372,000	6				45,550	6 "	" "	" "	1883	101	
Mortgage	24,000	7				Bonds of Aug. 1859, Convertible	604,000	7 Feb. & Aug.	" "	1876	118	
Mortgage	10,000	6				Bonds of Oct. 1863, (S. F.)	2,925,000	6 June & Dec.	" "	1887	104	
Marietta and Cincinnati:						New York and Erie:						
1st Mortgage Bonds	609,978	7 Feb. & Aug.	New York.	1891	93	1st Mortgage	3,000,000	7 May & Nov.	New York.	1867	104	
1st Mortgage sterling	1,000,000	7 "	"	1891		2d Mortgage	4,000,000	7 March & Sept.	" "	1879	118	
Memphis and Charleston:						3d Mortgage	6,000,000	7 "	" "	1883	113	
State Tenn. Lom	1,100,000	6				4th Mortgage	5,120,000	7 April & Oct.	" "	1880	104	
1st Mortgage	1,800,000	7				5th Mortgage	1,739,500	7 June & Dec.	" "	1888	102	
Memphis, Clarkave, and Louisv.						Buffalo Branch	200,000	7 Jan. & July.		1891	104	
State [Tenn.] Lom	910,000	6				New York and Harlem:						
						1st Mortgage	3,000,000	7 May & Nov.	New York.	1867		
						2d Mortgage	1,000,000	7 Feb. & Aug.	" "	1864	105	
						3d Mortgage	980,300	7 Jan. & July.	" "	1867	101	
						New York and New Haven:						
						Plain Bonds, Coupon	912,000	7 June & Dec.	New York.	1866	104	
						Mortgage Bonds Coupon	1,088,000	7 April & Oct.	" "	1876	107	

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AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (?) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount	Interest	Interest.			Description	Amount	Interest	Interest.		
			When payable.	Where payable.	Due.				When payable.	Where payable.	Due.
N. York, Providence and Boston:						Racine and Mississippi:					
1st Mortgage	\$232,000	6 Feb. & Aug.	New York	73-78	---	1st Mortgage (Eastern Division)	\$680,000	8		New York	
North Carolina:						1st Mortgage (West'rn Division)	757,000	8	"	"	1875
State Loan	3,000,000	6				Raleigh and Gaston:					36
North-Eastern (S. C.):						Coupon	100,000				1862
1st Mortgage	700,000					Richmond and Danville:					
2d Mortgage	224,500					State (Va.) Loan (34 years)	600,000	6 Feb. & Aug.	New York	var.	
Northern Central:						Guaranteed by State	200,000	7 April & Oct.	Richmond	1875	
Balt. and Susq. R. R. (Coupons)	150,000	6 Ja. Ap. Ju.Oc.	Baltimore	1866	---	Mortgage (Coupon)	250,000	7 Feb. & Aug.	"	"	1869
Md. St. Loan (Irredeemable)	1,500,000	6 "	"			Richmond, Fred. and Potomac:					
York and Cumberland 1st Mort.	175,000	6 May & Nov.		1870	102	Sterling (\$267,000)	324,006	6			1860
York and Cumberland 2d Mort.	25,000	6 Jan. & July		1871	---	Richmond and Petersburg:					
Y. and C. guar. by Balt. 3d Mort.	500,000	6 "	"	1877	102	Coupon	150,000				1875
N. C. Contract	7,100	6 Ja. Ap. Ju.Oc.		1875	---	Rutland and Burlington:					
Construction, 2d Mort.	2,500,000	6 Jan. & July		1885	95	1st Mortgage	1,800,000	7 Feb. & Aug.	Boston	1863	64
Northern (Ogdensburg):						2d Mortgage	937,500	7 "	"	"	1863
1st Mortgage	1,500,000	7 April & Oct.	New York	1862	96	3d Mortgage	440,000	7	"	"	1863
2d Mortgage	3,077,000	7 " "	"	1861	24	Sacramento Valley:					
North Missouri:						1st Mortgage	400,000	10 Jan. & July	New York	1875	
State Loan (30 years)	4,350,000	6 Jan. & July	New York	72-87	98	2d Mortgage	329,000	10 Feb. & Aug.	San Francisco	1881	
North Pennsylvania:						Sandusky, Dayton and Cincinnati:					
Mortgage	2,500,000	6 April & Oct.	Philadelphia	1875	97	1st Mortgage	812,000	7 Feb. & Aug.			1890
Chattel Mortgage	360,000	10 "	"	1887	110	2d Mortgage	185,000	7			1866
Northern (N. H.):						3d Mortgage	318,500	7			1875
Bonds due 1864 and 1874	220,700	6 April & Oct.	Boston	64-74	100	Six per cents	113,225	6			1878
Norwich and Worcester:						Sand'sky, Mansfield and Newark:					
Mass. State Loan	400,000	6 Jan. & July	Boston	1877	---	1st Mortgage	1,290,000	7 Jan. & July	New York	1866	39
Bonds for Dividend Scrip	100,000	7 "	"	"		2d Mortgage	250,000	7 April & Oct.	New York	1868	
Steamboat Bonds	200,000	7 Feb. & Aug	"	"		1st Mortgage (R. and W. Br.)	100,000	7 March & Sept.	"	"	1866
Ohio and Mississippi (O. and Ind.):						Seaboard and Roanoke:					
1st Mortgage	2,050,000	7 Jan. & July	New York	1872	99	1st Mortgage	300,000	7			1880
2d Mortgage	258,000	7 April & Oct.	"	1890	---	3d Mortgage	75,000	7			1870
Construction	4,242,000	7 March & Sept.	"	"		South Carolina:					
Income	3,220,000	7 May & Nov.	"	"		State Loan	187,000	5			1868
Orange and Alexandria:						Sterling	183,333	6			1863
1st Mortgage	400,000	6 May & Nov.	New York	71-87	70	Sterling	2,000,000	5			London
2d Mortgage or 1st Extension	1,200,000	6 Jan. & July	"	"		1st Mortgage	500,000				1866
2d Extension	600,000	8 May & Nov.	"	"		South Western (Ga.):					
Pacific (Mo.):						1st Mortgage	631,000				1875
State (Mo.) Loan	7,000,000	6 Jan. & July	New York	71-87	70	Springfield, Mt. Vern. and Pittsb.					
State Loan (S. W. Branch)	1,268,000	6 "	"	"		1st Mortgage	500,000				
Construction	3,235,000	7 "	"	"		2d Mortgage	450,000				
Penobscot and Kennebec:						*Steubenv. and Ind. (P. C. and C.):					
Bangor City 1st Mortg. (Coupon)	780,000	6 April & Oct.	London	1865	100	1st Mortgage	1,500,000	7 Jan. & July	Philadelphia	1870	
2d Mortgage (Coupon)	277,000	7 Feb. & Aug.	"	1872	---	2d Mortgage	900,000	7 "	"	"	1866
3d Mortgage (Coupon)	156,600	6 March & Sept.	"	"		St. Louis and Iron Mountain:					
Pearl and Oquawka:						State (Mo.) Aid	3,501,000	6			
1st Mortg. (W. Ext.) convertible	500,000	8 May & Nov.	New York	1862	---	St. Louis City Subscription	500,000				
1st Mortg. (E. Ext.) convertible	500,000	8 June & Dec.	"	"		St. Louis County Subscription	1,900,000				
Petersburg and Lynchburg (S. Side):						Sunbury and Erie:					
State (Va.) Loan (S. F.):	800,000	7				1st Mortg. (Sunbury to W'msp't)	1,900,000	7 April & Oct.	Philadelphia	1877	111
3d Mortgage (1859-'70-'75)	365,000	6				Mortgage (half to State):	7,000,000	5 Jan. & July	"	"	1875
3d Mortgage (1862-'70-'72)	378,000	6				Syracuse, Binghamton and N. Y.:					
Special Mortgage (1865-'68)	175,000	6				1st Mortgage Coupon	1,400,000	7 April & Oct.	New York	1876	
Last Mortgage (1861 to 1869)	133,500	8				St. Louis, Alton & Terre Haute:					
Phila., German'n and Norristown:						1st Mortgage (series A):	1,100,000	7 Jan. & July	New York	1894	96
Consolidated Loan	119,300	6 Jan. & July	Philadelphia	1865	105	" (series B):	1,100,000	7 April & Oct.	"	"	
Convertible Loan	292,500	6 "	"	1885	119	2d Mortgage (series C):	1,400,000	7 Feb. & Aug.	New York	1894	85
Philadelphia and Reading:						2d Mortgage (series D):	1,400,000	7 May & Nov.	"	"	
Bonds of 1836 (nonconvertible)	408,000	5 Jan. & July	Philadelphia	1867	---	" (series E):	1,700,000	7 "	"	"	
" 1836	182,400	5 "	"	1880	103	Tennessee and Alabama:					
" 1849	2,950,000	6 April & Oct.	"	1870	101	State (Tenn.) Loan	814,000				
" 1861	110,000	6 Jan. & July	"	1871	100	Terre Haute and Richmond:					
" 1843	1,581,800	6 "	"	1880	100	1st Mortgage (convertible)	94,000	7 March & Sept.	New York	1866	
" 1844	810,000	6 "	"	1880	104	Toledo and Wabash:					
" 1848	101,000	6 "	"	1880	104	1st M. (Toledo and Wabash)	900,000	7 Feb. & Aug.	New York	1865	100
" 1849	67,000	6 "	"	1880	104	1st M. (L. E. Wab. and St. Louis)	2,500,000	7 "	"	"	1865
" 1857, (convertible)	2,480,500	6 "	"	1886	125	2d M. (Toledo and Wabash)	1,000,000	7 May & Nov.	"	"	1873
" 1856	1,442,000	7 "	"	1886	123	2d M. (Wabash and Western)	1,500,000	7 "	"	"	1873
Phila., Wilmington and Baltimore:						Interest Bonds	151,830	7			83
Mortgage Loan	1,223,000	6 Jan. & July	Philadelphia	1884	141	Vermont Central:					
Improvement	14,500	6 May & Nov.	Boston	1863	---	1st Mortgage Coupon	2,000,000	7 May & Nov.	Boston	1861	75
Pittsburg and Connellsville:						2d Mortgage Coupon	1,136,000	7 Jan. & July	"	"	1867
1st Mortgage (Turtle Cr. Div.)	400,000	6 Feb. & Aug.	New York	1889	---	Virginia Central:					
Pittsburg, Ft. Wayne and Chicago:						Mort. guaranteed by State of Va.	100,000	6 Jan. & July	Richmond	1880	83
1st Mortgage (series A):	875,000	7 Jan. & July	New York	1912	108	Mortgage (coupons)	198,000	5 "	Richmond'd	1872	
" (series B):	875,000	7 Feb. & Aug.	"	1912	108	Mortgage (coupons)	926,000	6 "	1884		
" (series C):	875,000	7 Mar. & Sept.	"	1912	108	Virginia and Tennessee:					
" (series D):	875,000	7 April & Oct.	"	1912	108	State (Va.) Loan	1,000,000	6 Jan. & July	Richmond.	1887	
" (series E):	875,000	7 May & Nov.	"	1912	108	1st Mortgage	500,000	5 "	New York	1872	80
" (series F):	875,000	7 Jun. & Dec.	"	1912	108	2d Enlarged Mortgage	1,000,000	6 "	"	"	1884
" (series G):	860,000	7 Jan. & July	"	1912	101	Salt Works Br. Mort. due '58-'61	203,000	6 "	Lynchburg.	var.	
" (series H):	860,000	7 Feb. & Aug.	"	1912	101	Warren (N. J.):					
" (series I):	860,000	7 Mar. & Sept.	"	1912	101	1st Mortgage	568,500	7 Feb. & Aug.	New York	1875	
" (series K):	860,000	7 April & Oct.	"	1912	101	1st Mortgage	60,000	7 April & Oct.	New York	1880	87
" (series L):	860,000	7 May & Nov.	"	1912	101	2d Mortgage	25,000	7 Jan. & July	Chester.	1871	70
" (series M):	860,000	7 June & Dec.	"	1912	101	Watertown and Rome:					
3d	2,000,000	7 April	"	1912	90	Mortgage (new bonds)	800,000	7 March & Sept.	New York	1880	107
Fridge Bonds	188,000	7 May & Nov.	Philadelphia	1876	---	Western (Mass.):					
Chicago Depot Bonds	297,753	6 May & Nov.	Chicago	1866	---	Sterling (\$289,900)	4,319,520	5 April & Oct.	London	'68-'71	
"	39,420	8 May & Nov.	"	1865	---	Dollar Bonds	850,000	6 "	Boston	1875	104
Pittsburg and Steubenville:						Albany City Bonds	1,000,000	6 Jan. & July	"	"	
Mortgage	800,000	7 Feb. & Aug.	New York	1865	---	Hudson & Boston R. R. Loan	150,000	6 June & Dec.	"	"	
Poindian and Watertown:						Elmira and Williamsport:					
1st Mortgage	1,000,000	7 June & Dec.	New York	64-74	---	1st Mortgage	1,000,000	7 Jan. & July	Philadelphia	1880	107
" Illinois and Chicago:						1st Mortgage	596,000	7 May & Nov.	New York	1866	60
"	1,200,000					2d Mortgage	200,000	7 "	"	"	1872
1st Mortgage						Wilmington and Weldon:					
						Mortgage, payable in England	443,556	6 Jan. & July	London	1863	
						Sterling, issued in 1868	144,500	6 "	"	"	
						Company's endorsed by State,	180,000	6 "	"	"	1873

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (---) signify "not ascertained." Land-Grant Railroads are in "italic."

Years ending.	Railroad.		Equipment.		Companies.	Abstract of Balance Sheet.										Earnings.						
	Main Line.	Branch Lines	2nd Track and Sidings.	Road in progress or projected.		Property and Assets.			Liabilities.			Road operated, incl. road leased, etc.		Mileage run by locomotives with trains.	Gross.	Dividends.	p. c.					
	M.	M.	M.	M.		No.	No.	No.	Railroad and Appurtenances.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	M.	M.	\$	\$					
30 Jun. '60	65.0	—	50.6	—	Alabama and Florida	1,451,336	*	877,963	508,500	105,256	1,515,704	54.0	101,102	37,586	—	—						
28 Feb. '59	30.3	—	58.1	2 2	Alabama and Mississippi	461,505	30,991	335,010	109,500	21,653	518,965	30.3	55,791	31,862	—	—						
31 May '60	108.6	—	57.8	11 9	Aia and Tennessee Rivers	2,261,927	184,906	1,067,006	777,777	240,485	2,476,023	109.6	207,026	111,232	—	—						
30 Jun. '59	57.0	—	111.3	—	Mobile and Girard	1,500,000	*	—	—	—	—	57.0	236,791	76,773	21,006	—	—					
1 May '61	469.3	13.5	49.4	40 28	Mobile and Ohio	12,000,000	*	—	—	—	—	—	1,402,858	695,370	—	—	—					
29 Feb. '60	88.5	28.4	—	23 14	Montgomery and West Point	1,888,718	427,265	100,000	1,419,769	922,622	23,579	2,582,605	116.9	505,156	260,269	6	—	—				
8 Nov. '58	38.5	—	107.5	—	Memphis and Little Rock	553,877	*	351,524	446,000	10,725	811,949	—	—	—	—	—	—					
10 Dec. '60	22.5	—	—	—	SACRAMENTO VALLEY.	1,498,850	*	793,850	700,000	—	1,493,850	22.5	—	230,251	104,894	—	—					
31 July '63	23.8	—	1.9	4 7	CONNECUTT.	347,940	66,483	307,060	100,000	422,200	23.8	46,938	65,909	36,666	5	—	—					
11 Jan. '64	122.4	—	18.5	75.1	Danbury and Norwalk	3,902,356	302,511	2,037,940	1,986,740	213,876	4,204,566	122.4	281,451	408,810	154,337	—	—					
31 Aug. '64	61.6	11.2	66.2	22 37	Hartford and New Haven	3,260,908	254,000	137,036	2,350,000	927,000	4,280,09	72.8	458,245	1,232,307	885,219	17	217	—				
31 Dec. '63	74.0	—	8.9	10 17	Housatonic	2,439,775	*	—	2,000,000	191,000	2,439,775	124.0	183,357	329,639	92,439	98	—	—				
31 Dec. '63	57.0	—	1.3	7 16	Narragansett	1,460,193	*	1,031,900	305,050	1,460,193	62.0	129,574	265,387	13,968	8	—	—					
30 Feb. '64	62.0	—	2.6	8 17	N. Haven, N. London and Ston.	1,454,040	*	738,538	750,000	1,644,967	62.0	172,124	212,553	—	—	117	—	—				
30 Nov. '63	8.48	5.3	0.3	3 3	New Haven and Northampton	2,305,204	28,748	1,010,000	650,000	2,368,942	—	—	—	156,663	78,631	34	—	—				
31 Dec. '63	66.0	—	6.9	8 12	New London Northern	687,152	—	602,105	61,000	687,152	66.0	155,916	196,055	61,235	7	90	—	—				
31 Mar. '64	61.3	1.0	63.8	29 75	New York and New Haven	4,721,932	764,877	3,572,800	2,000,000	6,612,367	570,410	1,424,772	720,462	12	120	—	—	—				
30 Nov. '63	59.4	7.0	8.3	16 17	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	307,541	432,559	180,839	6	108	—	—		
31 Oct. '60	84.3	—	10.7	—	DELAWARE.	1,552,257	—	406,132	870,000	271,877	1,607,684	84.3	136,631	188,970	41,466	—	—	—	—			
31 Oct. '62	16.2	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,820	5,024	749,544	5.0	—	27,283	10,290	9	—	—	—			
— '62	154.2	—	150	—	FLORIDA.	532,191	30,586	191,485	195,000	75,894	610,112	32.0	—	7,857	3,585	—	—	—	—			
30 Apr. '60	32.0	—	3.0	13 3	Florida and Alabama	—	—	—	—	—	—	—	—	—	—	—	—	—				
— '62	59.9	—	5.0	—	Fla., Atlantic and Gulf Central	—	—	—	—	—	—	—	—	—	—	—	—	—				
— '62	100.0	3.9	10.0	153.5	Pensacola and Georgia	—	—	—	—	—	—	—	—	—	—	—	—	—				
30 Jun. '60	86.7	—	—	16 7	GEORGIA.	1,192,389	*	1,250,000	126,000	1,597,386	86.7	418,036	265,827	8	126	—	—	—	—			
30 Jun. '62	92.6	—	8.7	70.9	Atlanta and West Point	—	—	733,700	129,500	—	—	30.0	—	163,988	96,612	—	—	—	—			
31 Dec. '60	53.0	—	—	—	Atlantic and Gulf—M. Trunk	1,032,200	*	151,887	—	—	—	53.0	—	—	—	—	—	—	—			
30 Apr. '60	43.5	—	—	23.7	Augusta and Savannah	755,000	—	—	—	—	—	—	—	—	—	—	—	—	—			
30 Nov. '60	191.0	—	53	62	Brunswick and Florida	4,386,800	—	4,386,800	—	—	6,690,173	229.0	879,468	1,715,025	764,574	10	—	—	—	—		
31 Mar. '60	171.0	61.0	—	—	Central of Georgia (and Bank)	4,156,000	*	1,003,050	4,156,000	312,500	8,123,343	232.0	1,159,188	525,045	8	100	—	—	—	—		
30 Nov. '60	102.5	—	19	16	Georgia (and Bank)	1,500,000	*	—	—	12,295	1,658,976	102.5	236,241	404,618	212,676	19	72	—	—	—		
31 July '61	59.0	—	7	2	Muscogee	774,244	162,534	—	669,950	249,000	1,026,868	50.0	742,097	202,714	110,516	8	—	—	—	—		
1 May '58	68.1	—	3.4	—	Savannah, Albany and Gulf	1,286,634	52,374	—	1,275,901	10,200	1,473,140	71.6	—	—	—	—	—	—	—	—		
31 July '60	108.1	100.8	16.2	18 22	South Western	3,770,425	*	2,921,900	396,500	19,913	3,822,913	228.8	—	388,885	13	—	—	—	—	—		
30 Sep. '59	138.0	—	—	52 24	Western and Atlantic	6,901,497	*	—	—	built and own'd by State.	—	138.0	—	832,343	454,541	—	—	—	—	—	—	
31 Dec. '63	220.0	—	52	32	ILLINOIS.	8,280,039	*	4,205,939	4,085,000	—	9,392,418	281.0	1,002,440	1,673,706	701,866	2	92	—	—	—	—	
30 Apr. '64	240.0	99.6	47.0	98 60	Chicago, Burlington and Quincy	11,749,270	2,178,055	6,571,140	6,128,031	—	14,837,339	394.0	1,065,519	3,060,211	1,250,499	8	118	—	—	—	—	
1 Apr. '64	242.0	—	20.0	36 23	Chicago and Northwestern	12,325,889	610,983	3,731,316	8,335,000	226,641	13,147,136	242.0	—	1,083,064	448,505	—	36	—	—	—	—	
31 Mar. '64	181.8	—	61	69	Chicago and Rock Island	7,429,634	633	6,000,000	1,402,748	—	8,380,575	228.4	1,162,880	2,148,875	1,103,414	6	93	—	—	—	—	
31 Dec. '63	121.0	138.7	50.0	74 81	Galena and Chicago Union	8,040,184	1,366,988	525,451	6,028,400	3,506,000	10,952,115	341.7	1,484,066	2,201,481	1,279,405	6	—	—	—	—	—	
31 May '63	174.5	5.5	14.3	21 22	Great Western	4,039,561	*	—	1,648,561	2,350,000	4,214,342	180.0	—	742,097	377,476	—	65	—	—	—	—	
31 Dec. '63	454.8	252.5	—	116 101	Illinois Central	28,610,239	*	19,015,970	17,320,000	—	36,335,970	708.3	3,010,697	4,571,028	2,118,847	6	121	—	—	—	—	
31 Dec. '63	166.0	14.0	—	31 30	Ohio, Indiana and Madison	4,870,586	*	—	—	1,780,295	3,924,403	148.0	—	—	—	—	—	—	—	—	—	
31 Dec. '63	108.0	—	—	—	INDIANA.	2,080,433	*	—	1,106,679	1,006,125	—	108.0	—	—	—	—	—	—	—	—	—	
31 Aug. '57	109.0	—	—	—	Cincinnati and Chicago	2,233,413	*	—	2,750	986,061	1,219,100	51.772	2,285,745	109.0	—	249,867	119,342	—	—	—	—	
31 Dec. '62	72.4	—	19 17	23 19	Evansville and Crawfordsville	1,667,039	274,081	2,641	611,050	1,254,500	15,900	2,102,761	109.0	—	442,893	158,541	72	—	—	—	—	
1 Dec. '58	89.8	20.2	—	—	Indiana Central	2,497,962	540,043	25,689	1,689,900	1,362,284	140,889	3,458,108	110.0	—	448,868	230,834	9	100	—	—	—	
1 Dec. '62	84.0	—	11.0	15 14	Ind., Pittsburg and Cleveland	1,845,508	—	—	10,000	1,290,517	98,000	11,036	2,491,368	84.0	355,887	598,092	350,525	—	—	—	—	
31 Mar. '64	86.0	46.0	3.0	17 10	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,869	527,863	268,156	—	—	—	—	—	—
31 Mar. '64	288.0	—	—	17 10	Indianapolis and Madison	1,646,347	*	—	819,900	640,000	—	—	1,538,732	132.0	—	315,172	117,941	6	100	—	—	—
31 Nov. '63	73.0	—	—	21 17	Louisville, N. Albany and Chicago	6,000,000	*	—	2,800,000	2,000,000	6,000,000	—	—	—	—	645,827	371,40	36	—	—	—	—
31 Dec. '63	201.5	—	—	—	Terre Haute and Richmond																	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (----) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad.		Equipment.		Abstract of Balance Sheet.												Earnings.				
	Main Lms.	Latent and Branch Lines.	Engines.	Cars.	Companies.						Property and Assets.			Liabilities.			Mileage run by locomotives with trains.		Gross.		
	M.	M.	M.	M.	No.	No.	No.	No.	No.	No.	Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Total.	Incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Gd. Tk.	Dividends.	Price of shares.
30 Nov. '62	56.0	—	6	4	74	Androscoggin	1,050,000	*	*	*	151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	45	45	45
30 Jun. '62	149.0	25.0	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	2,494,900	3,068,491	7,983,475	142.0	oper. by	119.3	448,882	1,018,326	482,656	8	125	125	
30 Sep. '61	63.0	9.5	8.0	12	11	Kennebec and Portland	2,871,264	*	1,287,779	*	271,143	2,990,988	109.5	159,953	172,113	91,487	127	127	127		
31 May. '62	99.7	9.5	13	2	231	Maine Central	4,211,878	*	21,925	1,050,860	139,362	4,259,308	109.2	186,240	323,032	174,028	104	104	104		
31 May. '62	61.3	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	1,649,414	51.3	154,991	350,585	188,121	6	6	6			
31 May. '62	37.0	—	—	—	—	Somerset and Kennebec	783,763	*	169,200	556,600	—	—	37.0	—	65,403	23,404	—	—	—		
30 Sep. '62	279.6	7.2	236	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	236.8	3,922,203	2,305,788	6	112	112		
30 Sep. '62	30.0	—	30	32	167	Washington Branch	1,650,000	—	1,650,000	—	1,824,806	30.8	187,472	462,880	290,840	9	127	127			
31 Dec. '62	138.0	4.0	16.4	53	29	Northern Central	7,916,244	774,568	501,395	2,260,000	4,850,000	—	10,346,232	261.0	1,012,096	2,307,448	620,581	53	53	53	
MASSACHUSETTS.																					
30 Nov. '62	26.7	1.8	43.6	22	40	Boston and Lowell	2,245,248	183,345	—	1,830,000	440,000	5,629	2,275,629	70.9	372,063	506,718	167,061	6	108	108	
30 Nov. '62	74.3	8.8	51.1	36	74	Boston and Maine	4,880,340	446,557	496,903	4,076,974	4,796,974	119.3	448,882	1,018,326	482,656	8	125	125			
30 Nov. '62	67.0	7.0	32.5	25	41	Boston and Providence	2,952,600	207,400	—	3,160,000	87,720	—	2,247,720	61.8	428,301	387,729	144	144	144		
30 Nov. '62	44.6	24.0	60.1	30	63	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	4,500,000	83.8	573,514	1,202,054	488,357	9	140	140			
30 Nov. '62	46.0	1.1	2.7	15	102	Cap Cod Branch (par 60)	907,760	122,365	681,666	121,000	1,087,722	47.1	77,036	130,058	69,191	6	67	67			
30 Nov. '62	50.0	2.4	9.0	12	19	Connecticut River	1,614,875	187,588	1,591,100	250,000	1,945,286	52.4	169,351	344,194	168,008	6	111	111			
30 Nov. '62	50.9	25.5	74.8	27	71	Fitchburg	4,007,268	315,165	3,000,000	1,837,600	56,500	4,894,100	47,753	81,556	390,594	8	104	104			
30 Nov. '62	12.4	—	2.5	2	4	Lowell and Lawrence	332,885	30,275	200,000	75,000	3,874,457	93.4	387,944	389,738	322,943	116	116	116			
30 Nov. '62	14.5	17.2	—	10	17	Nashua and Lowell	558,919	95,684	600,000	—	704,336	71.0	167,154	223,794	59,977	8	128	128			
30 Nov. '62	20.1	1.5	1.2	5	16	New Bedford and Taunton	480,160	62,518	14,000	500,000	785,500	36.7	41,995	164,207	54,797	6	102	102			
30 Nov. '62	33.0	—	0.7	4	6	N. York and Boston Air Line	1,079,387	49,222	—	357,155	662,900	206,502	1,245,565	53.0	67,883	53,233	—	104	104		
30 Nov. '62	79.5	7.8	26.5	26	64	Old Colony and Fall River	3,179,661	254,503	3,015,100	416,000	3,771,015	102.1	436,407	722,068	411,544	7	7	7			
30 Nov. '62	43.4	1.0	14.9	13	16	Providence and Worcester	1,409,228	213,182	1,650,000	26,000	1,676,000	44.4	226,461	384,512	169,145	8	149	149			
30 Nov. '62	16.9	1.7	—	3	4	Salem and Lowell	331,470	82,543	—	243,305	226,900	1,386	471,592	17,522	17,522	110	110	110			
30 Nov. '62	11.1	0.6	1.2	3	11	Taunton Branch	273,420	39,727	—	250,000	298,962	11.7	51,675	165,495	33,698	8	116	116			
30 Nov. '62	6.1	—	—	36.5	—	Troy and Greenfield	1,903,260	923,942	979,308	—	1,903,250	—	—	—	—	—	—	404	404		
30 Nov. '62	60.3	8.0	5.5	10	13	Vermont and Massachusetts	3,309,557	207,343	2,214,226	925,760	—	3,821,695	77.3	112,506	271,815	140,136	40	40	40		
30 Nov. '62	166.1	17.3	126.6	73	63	Western (incl. Alb. & W.S. etc.)	10,167,174	1,095,712	5,150,000	6,267,520	4,746,504	218.0	1,275,929	4,239,882	1,232,831	10	150	150			
30 Nov. '62	45.7	—	9.8	10	12	Worcester & Nashua (par 83)	1,110,597	1,141,000	105,700	39,801	1,378,159	45.7	188,647	261,024	182,153	6	98	98			
N. HAMPSHIRE.																					
31 Mar. '63	93.5	—	6.8	14	10	Boston, Concord and Montreal	2,850,000	*	1,800,000	1,050,000	—	2,902,686	93.5	—	247,279	124,406	624	624	624		
30 Nov. '62	83.6	8.0	—	18	16	Cheshire	2,475,846	322,266	2,085,925	635,400	—	2,969,832	53.6	338,025	382,183	130,645	2	149	149		
31 Mar. '63	34.5	—	—	21	22	Concord (par \$50)	1,500,000	*	1,500,000	—	—	1,564,506	61.3	—	470,078	125,286	7	7	7		
31 Mar. '63	29.3	—	2.8	2	4	Manchester and Lawrence	1,065,345	—	1,000,000	12,300	20,904	operated by	Concord	R. R.	83,524	7	116	116			
31 Mar. '63	29.3	—	2.8	2	4	Merrimac and Conn. Rivers	698,258	*	595,588	568,000	—	52.7	—	37,791	11,913	—	—	—			
31 Mar. '63	69.2	13.0	12.5	24	14	Northern New Hampshire	3,068,400	—	3,068,400	220,700	59,114	3,248,214	82.0	366,846	163,718	4	98	98			
30 Apr. '63	24.7	—	2.2	5	2	Sullivan	1,480,730	—	500,000	750,000	277,210	—	24.7	81,121	15,183	—	—	—			
NEW JERSEY.																					
31 Dec. '62	64.2	8.1	—	—	—	Belvidere Delaware	3,170,126	*	997,962	2,089,500	173,082	3,261,344	76.0	—	259,921	113,533	—	—	—		
31 Dec. '62	63.0	32.3	8.0	—	—	Camden and Amboy	6,070,233	*	3,971,050	5,000,200	8,620,181	—	124.2	3,040,148	1,728,548	10	149	149			
31 Dec. '62	60.2	—	—	18	24	Central and Atlantic	1,837,286	*	1,000,553	1,037,376	117,096	2,155,024	60.2	144,386	65,128	15	15	15			
31 Dec. '62	64.0	48.0	100	51	29	Central of New Jersey	5,901,676	773,000	609,636	4,620,160	2,000,000	117,096	7,708,800	64.0	812,041	1,941,276	1,127,244	10	170	170	
31 Dec. '62	63.0	46.5	11	15	91	Morris and Essex	1,674,061	*	57,000	1,157,800	340,000	87,080	1,849,625	53.0	233,557	103,645	7	116	116		
31 Dec. '62	63.8	33.8	—	2	6	New Jersey	3,640,516	448,573	4,397,300	642,500	400,017	15,739,574	33.8	1,286,600	694,914	10	165	165			
31 Dec. '62	21.3	—	2.6	17	17	Northern New Jersey	422,297	—	3,077,210	422,297	1,566,880	1,566,880	—	1,205,000	24,571,160	12,700	10,888	24,242	65	65	
31 Dec. '62	62.4	—	2.5	10	13	Raritan and Delaware Bay	2,450,417	*	1,205,000	1,205,000	1,205,000	1,205,000	—	1,097,750	24.0	10,588	10,588	8	8	8	
31 Dec. '62	38.5	—	—	47	—	Warren	1,907,750	—	610,000	239,750	—	821,984	24.0	239,880	154,908	64,672	64,672	64,672			
31 Dec. '62	821,984	—	—	—	—	West Jersey	—	581,893	212,500	31,743	821,984	—	82,936	90,122	43,923	43,923	43,923	—			
NEW YORK.																					
30 Sep. '62	35.0	—	1.0	3	6	Albany & Susquehanna	1,192,179	64,858	978,670	120,000	34,888	1,257,037	—	—	—	—	—	—	—		
31 Dec. '62	48.9	3.1	8	8	140	Atlantic and Great Western	2,587,725	*	908,966	1,587,655	—	2,587,725	48.9	—	822,223	176,096	—	—	—		
30 Sep. '62	142.0	—	13.0	28	41	Buffalo, New York and Erie	3,369,988	—	850,000	2,395,000	1,070	3,369,088	100.3	618,390	1,134,256	817,213	5	108	108		
30 Sep. '62	68.3	14.5	32	37	600	Buffalo and State Line	2,269,938	518,576	149,000	2,051,750	—	3,600,000	88.0	556,428	1,091,944	635,584	10	200	200		
31 Dec. '62	160.0	32.0	103	249	108	Erie	39,404,648	*	264,929	20,105,200	19,601,000	4,824,561	807.0	5,858,687	10,469,481	3,511,414	7	75	75		
30 Sep. '62	144.0	128.3	71	145	675	Hudson River	12,711,298	1,474,527	4,422,023	9,165,500	4,167	14,186,824	140.8	3,846,836	3,581,713	1,044,287	7	107	107		
30 Sep. '62	297.8	268.1	40.8	241	50.24	New York Central	27,233,174	6,646,677	27,233,174	13,211,341	—	42,755,999	654.9	5,900,208	12,977,800	3,505,745	9	124	124		
30 Sep. '62	130.7	21.1	31.1	32	90	New York and Harlem	9,389,919	81,987	922,663	5,722,850	14,260	11,614,628	163.8	1,443,679	1,412,426	471,509	15	116	116		
30 Sep. '62	118.0	8.8	17.8	25	23	Northern (Ogdensburg)	3,849,863	—													

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending	Railroad.		Equipment.		Abstract of Balance Sheet.												Earnings.			
					Companies.			Property and Assets.			Liabilities.			Mileage run by locomotives with trains.						
	M.	M.	M.	M.	No.	No.	No.	Railroad and Apptenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Gross.	Net.	Dividends.	Price of shares.	
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*	1,763,506	3,856,000	5,634,039	100.0	247,080	360,215	171,286	-----	-----	
31 Oct. '63	24.5	-----	24.9	19	81,308	Beaver Meadow	1,064,230	400,560	1,983,900	1,000	1,983,900	24.5	247,080	688,219	342,661	224	75			
31 Sep. '63	65.0	-----	6.0	11	359	Cataswissa	3,634,000	*	3,500,000	284,000	3,868,380	3,852,380	146.0	328,613	308,567	11,465	-----	16		
31 Oct. '63	52.0	-----	4.5	4.0	12	86	Cumberland Valley	1,131,037	*	566,900	270,000	16,481	1,243,381	152.0	165,712	276,338	118,193	8	194	
31 Oct. '63	110.7	2.8	47.2	74	20,439	Del. Lackawanna and West'n	7,018,294	2,160,583	5,698,250	4,571,000	1,006,951	13,270,201	202.0	1,469,404	1,757,083	528,143	9	222		
31 Oct. '63	35.8	1.1	3.2	7	4	65	East Pennsylvania	1,161,430	104,941	604,190	584,000	604,190	1,212,590	39.0	151,820	238,243	150,163	-----	-----	
31 Dec. '63	73.0	-----	8.5	16	7	647	Elmira and Williamsport	2,083,607	*	1,000,000	1,000,000	Leas'd t	o North Cen.	196,907	354,790	110,388	31	-----		
31 Oct. '63	18.6	-----	4.6	7	-----	Erie and Northeast	700,000	*	600,000	400,000	600,000	1,000,000	14,871	428,388	169,268	10	-----			
31 Oct. '63	36.9	18.0	17.0	-----	-----	Harrisburg and Lancaster	1,882,560	*	1,828,550	700,000	1,828,550	65,550	65,550	oper. by Penn. R. Co.	7	69	-----			
31 Oct. '63	32.0	-----	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	1,809,565	500,000	100,000	2,049,565	32.3	27,600	37,047	4,163	-----	
31 Oct. '63	31.3	14.5	10.5	14	2	106	Huntingdon and Broad Top	1,927,246	*	622,345	1,325,992	223,090	2,174,427	54.0	143,578	259,429	101,570	30		
31 Dec. '63	80.0	-----	17.0	16	7,068	Lackawanna and Bloomsburg	2,802,846	*	710,000	1,929,065	68,833	2,707,898	80.0	335,700	478,113	248,838	-----	-----		
31 Oct. '63	46.0	34.0	32.0	29	12,209	Lehigh Valley	3,622,008	869,222	2,297,250	1,465,000	58,127	3,320,377	88.0	386,844	1,320,068	774,074	10	80		
31 Oct. '63	28.3	5.5	8.0	10	-----	Little Schuylkill	1,371,368	*	2,646,100	960,000	62,227	3,668,327	(Phi. & Reading R. R.)	7	414	-----	-----			
31 Oct. '63	105.6	10.6	63.3	31	51	Mine Hill and Schuylkill Haven	18,311,613	*	4,132,925	1,747,570	8,104,287	4,132,925	180.0	319,162	365,367	89,991	8	56		
30 Nov. '63	55.6	18.2	10.5	17	27	North Pennsylvania	5,485,709	404,764	3,147,750	8,104,287	6,252,037	68.8	274,990	511,396	273,391	26	-----			
31 Dec. '63	300.8	56.1	319.0	290	173,4926	Pennsylvania	27,048,314	3,643,484	2,883,457	13,430,250	16,949,124	35,245,668	56,930	6,211,202	1,891,413	5,111,413	64	-----		
31 Oct. '63	17.0	7.0	42.0	17.0	41	101	Phila. German't & Norrist'n	1,181,079	235,439	1,267,200	405,500	80,151	13,619,095	230.0	428,759	699,300	192,486	7	26	
31 Oct. '63	230.0	-----	21.5	68.0	30	5	530	Phila. and (Sunbury) Erie	5,010,944	8,528,000	1,672,200	24.0	244,425	322,459	173,565	9	574	-----		
30 Nov. '63	147.4	51.1	21.3	166	67	8,430	Philadelphia and Reading	21,124,422	3,765,774	579,348	13,211,228	10,667,328	2,149,000	28.2	137,074	644,050	353,648	10	146	
31 Oct. '63	28.2	-----	1.9	-----	-----	Philadelphia and Trenton	6,133,882	*	361,129	999,200	2,000	1,249,200	16,000	8,477,500	205.0	647,029	2,340,243	1,602,119	10	72
31 Oct. '63	95.9	-----	51.4	36	98	Phila., Wilmington and Balt.	8,774,500	*	7,460,000	1,017,500	6,164,532	12,935,173	19,932,741	468.8	3,472,914	5,132,934	2,106,623	92	-----	
31 Dec. '63	59.5	7.2	89.5	11	82	Pittsburg and Connellsville	2,277,466	163,004	18,191,294	500,000	500,000	1,932,741	1,932,741	Cen. 40,76	144,728	87,112	10	40	-----	
31 Dec. '63	468.3	73.8	146	109	1,550	Pitts'g. Ft. Wayne & Chicago	1,178,773	112,824	367,300	396,600	66,206	832,009	29.6	75,358	126,693	19,970	7	48		
31 Oct. '63	29.6	-----	6.2	5	1	484	Shamokin Valley & Pottsville	730,967	106,553	-----	-----	-----	-----	-----	-----	-----	-----	-----		
31 Aug. '63	50.0	-----	2.0	12	17	103	N. Y., Providence and Boston	2,158,000	*	1,508,000	256,800	1,508,000	62.0	297,700	421,757	199,155	8	120		
30 Nov. '63	13.6	-----	0.5	4	3	7	Providence, Warren & Bristol	424,943	13,299	437,17	8,500	-----	13.6	24,916	31,702	9,718	-----	-----		
31 Dec. '58	54.9	-----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,366	195,266	197,905	1,099,536	51.9	-----	283,263	151,536	6	
31 Dec. '58	109.6	-----	13	9	176	Charlotte and South Carolina	1,719,045	-----	1,301,000	384,000	1,301,000	109.6	-----	341,190	125,871	-----	-----	-----		
1 Jan. '59	143.2	21.5	-----	-----	-----	Greenville and Columbia	2,439,769	324,161	1,429,008	1,145,000	345,546	1,670,000	1,670,000	164.5	-----	220,014	96,145	-----		
31 Dec. '60	136.0	106.0	-----	62	59	790	North-Eastern	2,011,652	-----	985,743	960,410	108,172	2,037,325	102.0	1,499,636	701,945	7	-----	-----	
30 Sep. '60	47.6	-----	1.7	-----	-----	Central Southern (Tenn.)	1,021,439	55,133	505,214	514,000	99,110	1,137,707	47.6	-----	29,967	19,187	-----	-----		
1850	30.0	-----	1.8	12	10	171	East Tennessee and Georgia	3,637,367	*	1,289,673	2,020,000	200,000	140.0	140.0	-----	318,718	187,466	-----	-----	
1850	140.0	-----	8.0	10	10	128	East Tennessee and Virginia	2,510,083	156,264	536,654	1,902,000	390,407	1,203,200	130.3	150,142	297,506	149,167	-----	-----	
1860	271.6	19.4	20.0	43	37	667	Memphis and Charleston	5,866,578	878,066	3,809,949	2,659,000	260,112	7,627,797	291.0	1,635,096	1,835,697	-----	-----	-----	
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	570,000	1,261,000	145,000	-----	-----	-----	-----	-----	-----	
1859	100.0	-----	30.6	55.8	16	51	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	293,721	740,000	570,000	570,000	146,000	-----	20,967	19,187	-----	-----	
1859	59.0	-----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	892,710	82,908	784,285	549,949	319,518	59.4	69,870	177,266	60,029	-----	-----
1859	47.4	2.3	4	4	46	Mississippi Central and Tenn.	817,447	*	533,807	56,816	817,447	632,500	22,369	47.4	54,175	83,129	44,666	-----	-----	
1859	34.2	7.0	12	2	2	81	McMinnville and Manchester	144,394	*	144,394	406,000	5,000	342,200	342,200	34,200	23,808	18,392	-----	-----	-----
30 Nov. '60	149.7	44.0	7.9	39	17	819	Nashville and Chattanooga	3,633,882	*	2,056,544	1,731,000	2,056,544	2,056,544	1,731,000	159.0	734,118	827,384	6	-----	-----
1860	45.8	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	536,922	860,000	204,544	418,477	30.0	32.0	32.0	-----	-----	-----	-----
1859	32.0	-----	158.0	-----	-----	Winchester and Alabama	2,125,000	-----	275,000	240,000	171,560	50.0	31,300	32,670	32,670	-----	-----	-----	-----	
1858	56.0	-----	184.0	2	1	40	Galveston, Houst. & Henderson	1,250,000	*	455,000	975,000	369,000	369,000	70.0	31,300	32,670	32,670	-----	-----	-----
1 May '60	70.0	6.0	280.0	7	5	124	Houston and Texas Central	4,223,345	-----	455,000	975,000	369,000	369,000	25.0	-----	-----	-----	102,200	282,846	196,568
1 May '59	26.0	-----	110.0	-----	-----	San Antonio & Mexican Gulf	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
31 May '64	110.3	6.6	9	13	202	Connect. & Passaic River	2,842,741	*	1,650,000	800,000	1,650,000	3,036,338	90.7	189,877	308,860	167,430	-----	-----	-----	
31 Aug. '63	119.6	16.0	26	25	558	Katland and Burlington	3,991,705	556,275	2,233,376	3,257,471	896,219	6,286,166	119.6	449,351	423,027	112,163	-----	-----	-----	
31 Aug. '63	62.5	2.0	4.9	10	9	240	Rutland and Washington	950,000	-----	1,097,000	-----	1,206,683	62.5	136,761	185,					

PREFERRED AND GUARANTEED R. R. STOCKS.

RAILROADS.	Amount of shares outstanding.	Div'ds	Rate.	Paid.	Market Price.
Agricultural Branch, (guar.)	\$60,000	6	6	6	-----
Atlantic & St. Lawrence (guarant'd.)	2,494,900	6	6	6	-----
Berkshire (guaranteed)	600,000	7	7	7	-----
Boston, Concord & Montreal (pref.)	800,000	7	7	704	-----
" " " (new pref.)	554,000	6	6	6	-----
Buffalo, N. Y. & Erie, (guaranteed)	860,000	7	7	7	-----
Camden & Atlantic (preferred)	620,900	7	7	21	-----
Catskill's (preferred)	1,150,000	7	7	334	-----
Cheinung (guaranteed)	380,000	-----	-----	-----	-----
Cayuga & Susquehanna (guarant.)	343,500	-----	-----	-----	-----
Cheshire (preferred)	2,017,825	7	55	55	-----
Chicago & Alton (preferred)	2,422,596	7	7	96	-----
Chicago & Northwestern (pref.)	2,400,000	7	51	644	-----
Cocheco (preferred)	177,750	8	8	-----	-----
Ct. & Passumpsic River, (pref.)	1,55,200	10	72	72	-----
Cumberland Valley (1st preferred)	241,900	8	8	-----	-----
" " (2d preferred)	243,000	8	8	-----	-----
Detroit & Milwaukee (preferred)	1,500,000	-----	-----	-----	-----
Dubuque & Sioux City (preferred)	1,987,114	7	34	72	-----
Elmira, Jeff. & Canandaigua (guar.)	500,000	7	7	58	-----
Elmira & Williamport (preferred)	500,000	50	50	50	-----
Erie (preferred)	8,635,700	7	94	94	-----
Hannibal & St. Joseph (preferred)	5,263,856	7	474	474	-----
Harrisburg & Lancaster (guar.)	1,182,100	7	7	-----	-----
Houstonian (preferred)	1,180,000	8	8	104	-----
Indianapolis & Madison (pref.)	407,900	8	8	-----	-----
Kennebec & Portland (preferred)	247,000	6	6	-----	-----
" " (new pref.)	125,000	6	6	-----	-----
Lackawanna & Bloomsburg (pref.)	500,000	7	-----	-----	-----
Marietta & Cincinnati (1st pref.)	5,105,334	7	3	55	-----
" " (2d pref.)	3,424,169	7	3	58	-----
Michigan S. & N. Indiana (guar.)	2,583,600	10	145	145	-----
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	115	115	-----
" " (2d pref.)	1,014,000	7	82	82	-----
Milwaukee & St. Paul (preferred)	2,255,000	7	824	824	-----
New Haven & Northampton (guar.)	1,010,000	4	4	-----	-----
New York & Harlem (preferred)	1,500,000	8	-----	-----	-----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	-----	-----
Paterson & Hudson (guaranteed)	630,000	8	-----	-----	-----
Paterson & Ramapo (guaranteed)	248,000	8	-----	-----	-----
Peoria & Bureau Valley (guar.)	1,200,000	6	6	-----	-----
Philadelphia & Reading (pref.)	1,551,800	7	7	-----	-----
Philadelphia & Trenton (guar.)	1,000,000	10	-----	-----	-----
Pitts. Ft. Wayne & Chicago (pref.)	2,000,000	7	34	90	-----
Pittsfield & North Adams (guar.)	450,000	6	160	160	-----
Port, Saco & Portsmouth (guar.)	1,500,000	6	6	-----	-----
Rutland & Burlington (preferred)	382,700	8	-----	-----	-----
" " (preferred)	608,176	6	-----	-----	-----
St. L. Alton & Terre Haute (pref.)	1,700,000	6	68	68	-----
Toledo & Wabash (preferred)	982,900	7	7	69	-----
Troy & Greenbush (guaranteed)	274,400	6	6	-----	-----
Vermont & Canada, (guaranteed)	1,600,000	8	-----	-----	-----
Warren (guaranteed)	1,307,750	7	7	-----	-----
White Mountains (guaranteed)	200,000	5	5	-----	-----
Wrightav., Y. & Gettysburg (guar.)	317,050	2	2	-----	-----

CANAL AND NAVIGATION STOCKS.

COMPANIES.	Part of Shares.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS:	\$	\$	p.c.	\$
Chesapeake and Delaware	100	1,323,563	-----	70
Chesapeake and Ohio	100	8,224,595	-----	-----
Delaware Division	100	1,633,350	-----	364
Delaware and Hudson	100	7,500,000	10	162
Delaware and Raritan	100	2,298,400	10	-----
Erie of Pennsylvania	50	58,000	-----	-----
Illinois and Michigan	-----	-----	-----	-----
Lehigh Navigation	50	2,479,950	6	72
" (scrip)	50	1,803,000	6	-----
Monongahela Navigation	50	726,300	3	-----
Morris, (consolidated)	100	1,025,000	5	95
" (preferred)	100	1,175,000	10	125
North Branch	100	-----	-----	-----
Sault Ste Marie	100	-----	-----	-----
Schuylkill Navigation (consolid.)	50	1,932,457	31	-----
" (preferred)	50	2,722,307	34	-----
Susquehanna and Tide Water	50	2,045,280	14	-----
Union (preferred)	50	2,750,000	34	-----
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	50	700,000	16	70

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—DUTY : Bars, 1 to 1½ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 14 cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, \$9 per ton ; Polished Sheet, 3 cents per lb.
Pig, Scotch, No. 1—(cash) ----- per ton 58 @ 61 -----
Pig, American, No. 1—(cash) ----- per ton 58 @ 61 -----
Bar, Swedes, assorted sizes (in gold) ----- per lb. 92 50
Bar, English, Refined ----- 180 @ 195 -----
Bar, English, common ----- 165 @ 180 -----
Band, English ----- 225 @ -----
Horse Shoe ----- 220 @ -----
Rods, English ----- 200 @ 270 -----
Hoop, English ----- 230 @ 310 -----
Nail Rod ----- per lb. 15 @ 17 -----
Sheet, Russia ----- per lb. 30 @ 33 -----
Sheet, English, Single, Double and Treble. 91 @ 12 -----
STEEL—DUTY : Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.
English, Cast—(1st & 2d qly.) ----- per lb. 31 @ 38 -----
English Spring—(1st & 2d qly.) ----- 19 @ 32 -----
English Blister—(1st & 2d qly.) ----- 21 @ 32 -----
English Machinery ----- 21 @ 24 -----
American, Blister ----- 16 @ 20 -----
American, Cast, Hammered ----- 30 @ 34 -----
American, Cast, Rolled ----- 19 @ 23 -----
American, Spring ----- 15 @ 20 -----
German ----- 21 @ 23 -----
Milan (in bond) ----- @ -----

COPPER—DUTY : Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 30 percent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.
Sheathing, New—(suits) ----- per lb. @ 65 -----
Sheathing, &c. Old—(cash) ----- @ -----
Sheathing, Yellow ----- @ 50 -----
Pig, Chile ----- @ -----
Bolts ----- @ 65 -----
Braziers' ----- @ 65 -----
American Ingot—(cash) ----- 47 @ 48 -----
LEAD—DUTY : Pig, #2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.
Galena ----- per 100 lb. @ -----
Spanish ----- 14 @ 14 25 -----
German Refined ----- 14 @ 14 25 -----
English ----- 14 @ 14 25 -----
Bar ----- per lb. @ 18 -----
Pipe and Sheet ----- @ 22 -----

GALENA—DUTY : Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 24 cents per lb.
Barca ----- per lb. @ 70 -----
Straits ----- 60 @ 61 -----
English ----- 57 @ 58 -----
Plates, Charcoal L. O. ----- per box 10 50 @ 20 -----
Plates, I. C. Coke ----- 16 50 @ 17 -----
Terne, Coke ----- 14 @ 15 -----
Terne, Charcoal ----- 17 50 @ 18 50 -----

NAILS—DUTY : Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash)
Cut, 4d.@6d. ----- per 100 lb. 8 50 @ 9 -----
Clinch ----- 10 @ 10 50 -----
Horse Shoe, Forged ----- per lb. 33 @ 40 -----
Wrought, English ----- per lb. @ 20 -----
Ausable Horse, Norway Iron, Forged ----- @ 50 -----
Zinc Nails—(6 mos.) ----- @ 25 -----

INDIA RUBBER—DUTY : 10 per cent. ad. val.
Para, Fine ----- per lb. 1 15 @ 1 20 -----
Para, Coarse and Medium ----- @ -----
Carthage, &c. ----- 72 @ 75 -----
Guayaquil ----- @ -----

PETROLEUM—DUTY : Crude, 10 cents; Refined, 30 cents per gallon.
Crude, 40@47 gravity ----- 51 @ 52 -----
Ref'd, free, L. S. to pr. Wh. (110@120 test.) ----- 92 @ 92 -----
Ref'd, in bd. L. S. to pr. Wh. (110@120 test.) ----- 72 @ -----
Naphtha, Refined, (90@93 gravity) ----- 68 @ 69 -----

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 18.

Th 12 F. 18 Sat 14 M. 16 Tu. 17 W. 18

American Coal Co.	-----	-----	-----	-----
At. & Gt. W. (O) 1st m't.	-----	-----	-----	-----
Buffalo, N. Y. & E. 1M.	-----	-----	-----	-----
California 7s	-----	-----	-----	-----
Canton Co.	34	34	34	34
Central Am. Transit.	-----	-----	-----	-----
Chicago & Alton	92	92	92	92
" " pref.	95	95	95	95
" " Inc. b'ds.	-----	-----	-----	-----
Chicago, Burl. & Q.	119	118	118	119
" " " p.c. 8 p.c.	-----	-----	-----	-----
Chic. & Northwest'n.	36	35½	34	37
" " pref.	67	67	67	67
" " 1st M.	94	94	94	94
" " 2d M.	-----	-----	-----	-----
" " S. F.	-----	-----	-----	-----
" " A. B.	-----	-----	-----	-----
" " I. B.	95	95	95	95
Chicago & Rock Isl.	102	102	102	102
" " 1st M. '70.	-----	-----	-----	-----
Clev. Col. and Clin.	112	112	112	112
Clev. and Pittsburg.	93	92½	93	91
" " 2 M.	-----	-----	-----	-----
" " 3 M.	-----	-----	-----	-----
" " 4 M.	-----	-----	-----	-----
Clev. and Toledo.	109	109	109	109
" " S. F. p.c. 7 p.c.	-----	-----	-----	-----
Cumberland Coal, pref. 43	42	43	45	44
Del. & Hudson Canal	206	164	164	165
Del. & Lack. & West.	223	223	223	223
" " 1M. 8 p.c. '71.	112	112	112	112
" " 2M. 8 p.c. '81.	-----	-----	-----	-----
Erie	82	83	84	79
" " pref.	98	99	99	95
" " 1 M. 1 p.c. '67.	-----	-----	-----	-----
" " 2 M. 7 p.c. '79.	-----	-----	-----	-----
" " 3 M. 7 p.c. '83.	113	113	113	113
" " 4 M. 7 p.c. '88.	104	104	104	104
Hudson River	108	108	110	109
" " script	-----	-----	-----	-----
" " 1M. p.c. '69.	107	107	107	107
" " 2M. S. F. '70.	-----	-----	-----	-----
" " 3M. 7 p.c. '76.	116	116	116	116
" " conv. bonds	-----	-----	-----	-----
Illinois Central	125	125	124	123
" " Can. bd. sc.	-----	-----	-----	-----
" " bonds	116	116	116	116
Marietta & Cin. 1st pref.	-----	-----	-----	-----
" " 2d	-----	-----	-----	-----
"				

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 18.
Th. 12. F. 13. Sat. 14. M. 16. Tu. 17. W. 18.

FEDERAL STOCKS:							
U. S. 5s, 1871, reg.							
U. S. 5s, 1871, coup.							
U. S. 5s, 1874, reg.							
U. S. 5s, 1874, coup.	102						
U. S. 5s, 1886, coup.							
U. S. 5s, 10-40s, coup.	102 ¹	102^{1}	102^{1}	102^{1}	102^{1}		
U. S. 5s, 10-40s, reg.					102 ¹		
U. S. 6s, 1881, reg.	111 ¹		111 ¹	112	111 ¹		
U. S. 6s, 1881, coup.	112 ¹	112 ¹	112	112	111 ¹		
U. S. 6s, "81, O.W.L.Y.							
U. S. 6s, 1881, "4y.							
U. S. 6s, 1887, reg.			135				
U. S. 6s, 1888, reg.							
U. S. 6s, 1888, coup.		135	135				
U. S. 6s, 1 year certif.	97^{1}	97^{1}	97^{1}	97^{1}	97 ¹		
U. S. 6s, 5-20s, coupon	109 ¹	110	109 ¹	109 ¹	109 ¹		
U. S. 6s, 5-20s, new	110	109 ¹	109 ¹	109 ¹	109 ¹		
U. S. 6s, " reg.	110 ¹		109 ¹				
7-30 Notes, Feb. & Aug.							
" Ap'l & Oct.	118 ¹		118				
American Gold	218 ¹		221 ¹	217 ¹	214 ¹	215 ¹	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 17.

W. 11. Th. 12. F. 13. Sat. 14. M. 16. Tu. 17.

Beaver Meadow							
Cattawissa							
" preferred	37	35	34 ¹	33 ¹	33 ¹		
Camden & Amboy							
" " 6s, '67							
" " 6s, '70							
" " 6s, '75							
" " 6s, '83							
" " 6s, '89		99					
" mort. 6s, '89		106 ¹					
Ches. & Del. Canal	6s '86						
Del. Div. Canal							
Elkira & W'msport	31						
" " pref. 50							
" " 7s							
Harrisburg							
Lehigh Navigation							
" " 6s ..100							
Lehigh Valley R. R.	80						
" " 6s ..100 ¹							
Little Schuylkill R. R.	41 ¹						
" " 7s							
Long Island							
" " 6s ..							
Minehill	65 ¹	65 ¹	56				
Morris Canal							
" " pref. 125							
" " 6s '76							
North Pennsylvania							
" " 8s ..	93 ¹						
" " 10s ..							
Northern Central							
Pennsylvania R. R.	65 ¹	64 ¹	64 ¹	65	64 ¹		
" 1st m.		105	106 ¹	106	106 ¹		
" 2d m. 105					105		
Penn. State, 5s ..	91 ¹		91 ¹				
" " 5s, coupon		95					
" " 6s, W. L.		104					
Philadelphia City	6s ..95	94 ¹	95				
" " new 97 ¹	97 ¹	97 ¹	97 ¹	98 ¹	98 ¹		
Philad. Germ. & Nor.	58 ¹		58 ¹	58 ¹	58 ¹		
Philad. & Reading	57 ¹	55	56 ¹	56 ¹	56 ¹		
" " 6s, '86							
" " 6s, '70, '101					101		
Philadelphia & Erie	27 ¹		26 ¹				
" " 6s ..	101		100 ¹				
Philad. & Sunbury							
Schuylkill Navigation							
" " pref.		63	33 ¹	34			
" " 6s '82					83		
" " 6s '76							
" " 6s '72		90					
Sunbury and Erie	7s ..						
Susq. Canal					14 ¹		
" " 6s '76							
Union-Canal, pref.	3 ¹		23		23		
" " 6s '83	23 ¹						
West Br. Canal	6s ..78 ..						
Wyoming Valley Canal							
" " bonds ..							
Arch street, (Horse)					17		
Chestnut & Wal.							
Green & Coates			25				
Race and Vine							
2d and 3d streets					67		
Spruce & Pine					67		

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 17.

W. 11. Th. 12. F. 13. Sat. 14. M. 16. Tu. 17.

Baltimore City	6s, 1875.	108			107		
" "	1886.107 ¹	107			107		
" "	1870.			102	101 ¹		
" "	1890.109	109		109	108 ¹		
Balt. and Ohio		112 ¹		112 ¹	112 ¹		
" " b'ds, '82					112		
" " '87							
" " '75							
" " '80							
" " '85					107		
Northern Central						58 ¹	
" " b'ds, '86						58 ¹	
" " '83							

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 18.

Th. 12. F. 13. Sat. 14. M. 16. Tu. 17. W. 18.

Boston and Lowell		107 ¹	126		125		108
Boston and Maine		126					
Boston and Providence	145						
Boston and Worcester	140						
Cheeshire, pref.		62 ¹					
Concord		68		70	X		67
Connecticut River							
Eastern, Mass.	108 ¹	104	104 ¹	104 ¹			104
Eastern, N. H.		104					
Fitchburg		121		120		119	119
Manchester & Lawrence							
Michigan Central							
Northern, N. H.		93 ¹					
Old Colony and Fall R.		120	120	119	119		
Ph., Wil. & Baltimore	71	71	71 ¹	71 ¹	72		
Portl'd, Saco & Porta.		104	104			104 ¹	
Vermont & Canada							
Vermont & Mass.	42	42	40 ¹		40	40	
Western		150	150			150	
Broadway (Horse)							
Cambridge		90	91	92 ¹			97
Metropolitan		50	51	51 ¹	51 ¹	52	53
Middlesex						61	61
Central Mining Co.							52 ¹
Franklin		52 ¹	53				
Isle Royale		17		16		14	14 ¹
National							28
Minnesota		25 ¹	25 ¹		27	25 ¹	
Pewabic			55	54 ¹	54 ¹	54 ¹	54
Pittsburg		90	87				
Quincy			100 ¹	99		99	
Rockland							

London Stock Exchange.

The following were the closing prices for American Securities on the 30th of December:

Maryland 5s ..		65	to	65
United States 6s, 1881		42 ¹	"	43 ¹
Do. 5s, 1874		48	"	50
Virginia State 5s ..		40	"	45
Do. 6 per cent.		27	"	29
Atlantic and Great Western,				
N. Y. sec., 1st mort., 1880, 7 per cent.		71	"	73
Do. 2d mort., 1881		67	"	69
Pennsylvania, 1st mort., 1877		71	"	73
Do. 2d mort., 1882		67	"	69
Erie shares, \$100 (all paid)		37	"	39
Do. 7s, preference		40	"	42
Do. 7s, 1st mort., 1867		55	"	60
Do. 7s, 2d mort., 1879		55	"	60
Do. 7s, 3d mort., 1883		54	"	58
Do. 7s, 5th mort.		47	"	52
Illinois Central 6s, 1876		72	"	76
Illinois Central 7s, 1875		55	"	60
Michigan Central Railroad Bonds		69	"	71
Marietta and Cincinnati Railroad Bonds		63	"	68
Do. do. S. F. 1st mort., do. '82 x. 60		60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885		50	"	55
Do. do. do. \$100 shares		55	"	60
New York Central 6s, S. F., 1883		53	"	55
Do. do. 7s, 1864		60	"	65
Do. do. 7s, S. F., 1876		60	"	65
Do. do. 7s, Convertible, 1876		50	"	55
Do. do. \$100 shares		55	"	60
Panama, 1st mortgage 7s, 1865		99	"	100
Do. 2d mortgage 7s, 1872		101	"	103
Pennsylvania, 1st mort., 6s, Convertible		80	"	82
Do. 2d mort., 6s, do.		79	"	81
Do. \$50 shares		25	"	30
Philadelphia and Reading, \$60 shares		30	"	35

American Railroad Journal.

Saturday, January 21, 1865.

Stock Exchange and Money Market.

A bill has been reported in the House of Representatives, authorizing the Secretary of the Treasury to increase the issue of 7-30's to the extent of 400 millions. We presume this settles the question as to the issue of any more gold bearing interest securities. The 7-30's will be

diate effect on the price of gold and exchange, and with more force than has been calculated. It will furnish remittance in kind on which bills may be drawn equal to three months' coin shipments, which will be equivalent to returning just so much specie, and if the shippers choose to have proceeds brought back in coin, either for the cotton or for exchange, for it would amount to the same thing, it is quite possible that the gold current might set in strong enough to change the character of our present foreign business relations, and ease our domestic market at once. We have in common with many others always contemplated some such result as soon as the war took such a turn as to place the cotton crop within reach of our armies.

Foreign exchange is at this moment in excess of the demand and very dull, an evidence of a decided character as to the increasing advantage we are gaining by the excess of our exports over our imports. There can be no other good reason for the low rates and want of animation in the bill market.

The Government securities are firm, but not as active as they were a short time since, purely for the reason that a fixed policy has not yet been declared at Washington as to the future of its operations. Investors like to know what is to be the form, character and time of each new Treasury loan, and until these are settled with regard to the amounts necessary still further to be raised, it is in vain to expect stability in the market price. If it could be positively known that no more legal tenders, or gold paying bonds were to be issued, particularly under the general conviction that the war is near its close, there would be seen an extraordinary advance in rates, and an animation in the market to which it has been long unused.

Railway shares continue dull, while the bonds of many of the most esteemed companies stand at high figures, and the supply is limited. All attempts to depreciate the character of railway property are founded in an entire misapprehension of their permanent value. In our judgment they have a fixed and inherent strength which time will but the more surely reveal. The temporary check, which the increased price of work, labor and materials, the freights and fares being at the old rates, produces in their net earnings will not last long except the war should be protracted, in which case no doubt legislation would provide the proper remedy.

During the week ending January 14, the capital of the National Banks has been increased by various new companies to the extent of \$7,223,210, so that the \$300,000,000 which is the limit to the permitted extent of the National currency is being rapidly approached. If the old banks should at once come into the new system and take up this limit left, they would have the whole bank circulation in their hands, and it would then be of a uniform character, and the future currency of the country would be the best it ever had. There is no doubt this view of the subject will have its effect on the greater part of the old local institutions.

The specie product of California continues to increase in a most surprising manner. The exports from San Francisco up to the 22d of December, 1864, are given at \$54,114,914, against for the

same period in 1863, \$45,132,548, an increase of \$9,982,366. The yield of Idaho, Montana, Utah and Colorado will also be very large during the present year. In this respect our country has the brightest prospects of any other on the globe, and this consideration gives stability to its financial prospects to an unprecedented degree.

It is stated on the best authority that the internal revenue is getting to be enormous in amount, and if the other cities and towns do as well proportionably as New York, the gross amount for the year will be much larger than the most sanguine anticipated. A few years taxation with such results would end our fears and our National debt together.

No review of the Money Market can be complete without some allusion to the Petroleum Companies. These are the most remarkable creations of the day, and the most timely. Their number and nominal capital are immense. They are springing up in all directions. The wells are found where they were not expected to be found, and their source and origin, no longer attributed to their immediate relations to coal strata, are yet a puzzle to geologists. But they are no puzzle to political economists who see in their products enormous wealth, for them a great and increasing demand, and for other nations an incalculable boon. A cheap and universal illuminating power is one of the greatest advantages we can confer on distant or neighboring nations. Besides this, in the residuum of distilled petroleum are found the bases of the most beautiful and permanent colors, and it is proved by recent scientific experiments, that the article itself may yet be used as fuel for the propulsion of ocean steamers, by which a vast saving in room and coal will be effected.

While therefore, speculation may go too far in its views with regard to the value of particular oil bearing localities, there can be no doubt that in the aggregate the results will be largely productive. Many of the companies are paying unheard of dividends already.

Thus we have gold and petroleum in the greatest profusion to help us forward in our career of prosperity. Cotton certainly can no longer claim an exclusive control over commerce.

The imports of foreign goods into the port of New York for the first nine months in 1864, were \$189,504,760, and the exports for the same period \$169,395,576, being nearly forty millions more than during the equivalent period in 1863, and nearly double what they were in 1862. This is conclusive proof of the rapid increase of American production notwithstanding the war.

The exports for the week ending January 17, from this city, were \$4,064,308.

Money is easy, and rules at 7 per cent.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:

New York.—Indiana 5s, 86; New Jersey Central 2d mort., 114; Brooklyn City R. R., 130; Central Coal Co., 47; Wyoming Valley Coal, 53; Consolidated Coal Co. of Md., 50; Mariposa 1st mort., 60; do., 2d mort., 20; Nicaragua Transit, 5; Copake Iron, 4; Bucks Co. Lead, 1/4; Atlantic Mail, 160; National Bank, 113; Am. Ex. Bank, 129; Central Bank, 165; 4th National Bank, 100; Bank of Republic, 108; Shoe and Leather Bank, 106; Merchants Bank, 116.

Philadelphia.—Allegheny Co. coupon 5s, 78; Chester Valley 7s, 42 1/4; West Chester 7s, 101; Reading 6s, 1848-'80, 100; Harrisburg 6s, 100; Western Penn. 6s, 95; 13th and 15th streets R.R., 22; Girard College, 24; Union Canal, 1 1/4; Atlas Oil, 1 1/4; Bull Creek, 2 3/8; Bruner, 1 3/4; Briggs, 4 5/8; Big Tank, 2 1/8; Blue Creek, 4 1/4; Corn Pl., 6 1/2; Cow Creek, 1 1/8; Cherry Run, 2 9/16; Caldwell, 6 3/8; Clinton, 1; Crescent, 2; Continental, 7 1/4; Dalzell, 9; Duncard, 1 1/2; Densmore, 6; Eldorado, 1 1/8; Feeder Dam, 3/4; Farrel, 1 3/4; Germania, 1; Hoge Island, 1 1/2; Hyde Farm, 4; Howe's Eddy, 1; Hibbard, 2; Keystone, 1 3/4; Krotzer, 1 3/4; Mingo, 3 1/2; McClintock, 6 1/2; McElheny, 5 5/8; Maple Shade, 28 1/4; Mineral, 2; McCrea, 1; Noble and Delamater, 9 1/2; Oil Creek, 3 3/8; Olmstead, 1 1/8; Oil Basin, 9; Phila. and Oil Creek, 1.31; Perry, 3 3/4; Petroleum Centre, 3 3/4; Pope Farm, 1 1/4; Rathbone, 2; St. Nicholas, 4 1/4; Story Farm, 2 1/8; Seneca, 4 1/2; Sherman, 1.31; Tack, 3 1/4; Tarr Farm, 3; Tarr Home, 4 3/4; Union Petroleum, 1 1/8; Upper Economy, 3/4; Venango, 7/8; Walnut, 3.94; Wm. Penn, 2 1/2; West Branch, 3; Wilkins Farm, 1; Shamokin Coal, 15 1/2; New Creek, 1; Swatara, 6; Butler, 13 1/2; Big Mt., 5 1/2; Fulton, 7 1/4; Penn. Mining, 45; Mechanics' Bank, 32; Girard Bank, 52 1/2; City Bank, 60 1/4; Manuf. and Mech. Bank, 33. The latest quotations are: City 6s, 94 1/2@95; do., new, 97 3/4@98; State 5s, 92 1/2@93; do., coupon, 96@96 1/2; do., 6s, W. L., 102 1/2@103; Phila., Wil. and Balt., 72; Reading, 54 1/2@55; do., 6s, 1870, 101@101 1/4; do., 1886, 135 1/2@135 1/2; Camden and Amboy, 146@148 1/4; Penn. R. R., 64 5/8@64 3/4; do., 1st mort., 106 1/2@107; do., 2d mort., 105 1/2@106 1/2; Little Schuylkill R. R., 41@42; Morris Canal, 93@95; do., pref., 124@125; do., bonds, 100@101; Wyoming Valley Canal, 69 1/2@70; do., 6s, 99@100; Susquehanna Canal, 14@14 1/4; do., 6s, 58@59; Sch. Nav., 28@30; do., pref., 33@33 1/2; do., 6s, 1882, 82@83; Union Canal bonds, 23@23; Delaware Div. Canal 33@35; do., bonds, 98@100; Elmira and Williamsport, 31@32; do., pref., 50 1/2@51; do., 7s, 1873, 101@105; do., Chattle 10s, 75@77; Long Island R. R., 47@49; Lehigh Coal and Navigation, 71 1/2@72 1/4; North Pennsylvania, 28@28 1/2; do., 6s, 90@93; do., 10s, 110@100 1/4; Philadelphia and Erie, 26@27 1/2; do., 6s, 100@101; Minehill, 56 1/2@58; Catawissa, 15@15 1/2; do., pref., 34 1/2@35 1/4; Lehigh Valley, 79@79 1/2; do., bonds, 100@100 1/4; Fifth and Sixth streets, (horse,) 47@48; Second and Third, 67@67; Race and Vine, 9 1/4@10 1/2; West Philadelphia, 70@71; Spruce and Pine, 33@34; Green and Coates, 25@26; Chestnut and Walnut, 50@50; Arch, 16@17; Thirteenth and Fifteenth, 20 1/2@22; Girard College, 24@24; Tenth and Eleventh, 43@47; Norristown, 57@58.

Boston.—Northern (Ogdensburg) 1; do., 1st mort., 96; do., 2d mort., 24 1/4; Boston Hartford and Erie 6s, 80; Eastern R. R. 6s, 1874, 105; Rutland 1st mort., 64; Vermont Central 1st mort., 75; do., 2d mort., 25; Boston and New York Air Line 6s, 59 1/2; Cape Cod R. R., 77; Stoney Brook R. R. 96 1/4; Boston and Lowell R. R. 6s, 105; Worcester and Nashua, 98 1/4; Western R. R. 6s, 1875, 104; Connecticut and Passumpsic Rivers R. R., 6s, 99; Boston and Lynn, horse, R. R. 95; Massachusetts 6s, 1875, 120 1/2; New Hampshire 6s, 1884, 95; Boston 5s, 1887, 116; Augusta 6s,

95½; Bath 6s, 95; Boston Water Power, 44½; Cary Imp., 11; Essex Co., 98; Boston and Roxbury Mill, 45; Union Steamship Co., 145; Belmont Coal, 11; Mammoth Vein Coal, 32½; Short Mt. Coal, 39½; Franklin Coal, 68½; Gilberton Coal, 82; Tyson Iron, 9½; Pittsburg and Boston Oil, 2½; Acton Mining Co., 1½; Bay State, 19½; Buckingham Plumbago, 3½; Brome, 1½; Brandon, 98½; Bedford, 80c.; Copper Falls, 29½; Canada, 1½; French Creek, 80c.; Gt. Basin Oil, 2½; Hancock, 10½; Huron, 38; Hanover, 3; Manhattan, 6½; Mesnard, 6; Madison, 3½; Northwestern, 5; Ottawa, 25c.; Pontiac, 2½; St. Mary's, 3½; Star, 6; South Side, 2½; Wethrop, 2½.

Baltimore.—Western Md. bonds, 86; Marietta and Cincinnati bonds, 98; N. W. Va. 1st mort., 100; Maryland Copper, 0.75; North State, 0.15; Bare Hill, 2.80; Am. Gas Coal, 2; Atlantic Coal, 1.20; Laurel Cannel Coal and Oil Co., 5.70; Lake Chrome, 0.50; Santa Clara, 24½; Chesapeake Oil, 5.20; Penn. Oil, 1.90; Balt. Chrome, 27.0; Bank of Baltimore, 102. The latest quotations are: Balt. and Ohio, 112@112½; do., 6s, 1867, 101@104½; do., 1875, 105@108; do., 1880, 108@109; do., 1885, 107@108; Northern Central, 51½@53½; do., bonds, 1885, 95@95; N. W. Va., 00@05; do., 1st mort., 104@106; do., 2d mort., 100@103; do., 3d mort., 23@30; do., guar., 100@112; Marietta and Cincinnati 7s, 1891, 98@99; Central Ohio 1st mort., 92@100; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-60, 40½@42; Western Md. bonds, 86@88; do., guar., 107@110; Maryland 5s, coupon, 1870, 105@112; do., Ins., 112@115; do., 1890, 112@112; Baltimore 6s, 1870, 101@101½; do., 1873, 104@108; do., 1875, 106½@106½; do., 1886, 107@107; do., 1890, 108@108½; do., coupon, 107@109½; do., 5s, 1838-70, 98½@100; City Passenger R. R., 17@19; Canton Co. 33½@34½; Gardner, 50@0.60, Gas Coal, 1.90@2.05; Maryland, 0.65@0.70; North State, 15@20; Springfield, 1.25@1.40; George's Creek, 110@118; Santa Clara, 24½@24½; Balt. Chrome, 2.50@2.75; Bare Hill, 2.80@3.00; Atlantic Coal, 1.15@1.20; Mineral Hill, 1.50@1.90; Baltimore Coal, 135@2.00; Laurel Cannel Coal and Oil Co., 5.70@5.75.

Gold in Montana.

Some of the mines now worked in this new territory are said to be prolific almost beyond belief. One lode, according to the recent report of Mr. C. F. Petengill, who is in the East purchasing machinery, yields \$400 per ton of rock even now. It is 2 feet in thickness, and of great extent. Its product for 200 feet depth and 400 in length, as now worked, is calculated at \$3,500,000. The quarrying costs \$7 per ton, and crushing \$2 per ton. This lode is but a sample of a vast many others in that region.

Steel for Railways.

We have received from the Secretary of the Erie Railway Company, a Circular from the house of P. S. Justice, on the subject of the use of cast steel rails, tyres and axles. We have on former occasions spoken our opinions freely, on the great superiority of this form of iron for such purposes. Four rolling mills on the Bessemer system of preparation are now actively employed at Sheffield, in producing the cast steel rails, and our Railway Companies can be supplied in any quantity, and at short notice.

We notice among the new Houses entering into business, that of SMITH, MARTIN & CO., No. 3 Wall street. The former is a Banker from Buffalo seeking a large field for the employment of his ability and capital, Mr. Martin has been six years Cashier of a Bank of high repute in that city, and the Co. is Mr. Altman, from the same place, making a strong and experienced firm.

These gentlemen propose to deal in all kinds of Government Stocks and Securities, those of the States, and also in railway and other bonds and shares. They also allow interest on deposits from their customers, and make collections in all parts of the United States and the Canadas. With a cash capital all paid in, convenient location, and their reputation as men of business, they enter the field with great advantage, and their Western relations in past years must give them a position and a correspondence that can not be other than of a first-class character.

Railroad and Steamboat Accidents.

The total number of casualties by Railroad Accidents in 1864 was 2,250; of which 404 resulted in death, and 1,846 in wounds. In 1863 the number of casualties were 935, viz.: killed 264, wounded 671—an increase in 1864 of: casualties, 1,325; deaths, 140; wounded, 1,175. These figures do not include accidents where no lives were lost, accidents to individuals which were caused by their own carelessness or design, or deaths or injuries resulting from the recklessness of persons in crossing or standing upon railroad tracks where trains were in motion.

The total number of casualties by steamboat accidents in 1864 was 501; of which 358 resulted in death, and 143 in wounds. In 1863 the number of casualties were 340, viz.: killed 255; wounded, 85—an increase in 1864 of: casualties, 161; killed, 103; wounded, 58.

The following table exhibits the number of Railroad Accidents, with the number of persons killed and injured by such casualties during the past twelve years:

	Accidents.	Killed.	Wounded.
1853	138	234	496
1854	193	186	589
1855	142	110	539
1856	143	105	629
1857	126	130	536
1858	82	119	417
1859	79	129	411
1860	74	57	315
1861	63	101	459
1862	99	264	877
1863	89	264	671
1864	140	404	1,846
Total	1,368	2,103	7,785

The following table shows the number of Steamboat Accidents, and the killed and wounded during the past twelve years:

	Accidents.	Killed.	Wounded.
1853	31	319	158
1854	48	587	225
1855	27	176	107
1856	29	358	127
1857	30	322	82
1858	27	300	107
1859	21	342	146
1860	29	597	134
1861	19	69	88
1862	16	220	70
1863	20	255	85
1864	26	358	143
Total	323	3,903	1,472

We call attention to the advertisement of the Ninth National Bank, which has a very extensive list of our best merchants as stockholders, and a very excellent Board of Directors to secure the efforts of its officers. This institution has reached in less than a year a position of great usefulness as well as profit to its stockholders, having paid a five per cent. dividend, and having over 16 per cent. surplus after paying it. Mr. Orvis, the President, has had much experience as a bank officer in Troy, N. Y., and was also one of the originators of the Park Bank in this city. Mr. Hill, the Cashier, was several years in the Park Bank, and was also a cashier in Elizabethtown, N. J., where his father an eminent banker, is President of the National Bank of New Jersey.

The "New York, Philadelphia and Baltimore Petroleum Company," with a considerable portion of its capital stock subscribed, will keep its books open a few days longer at the instance of parties who desire the delay. The opportunity for subscription is a good one, guaranteed by the respectability of the managers, and no doubt will be embraced by many who desire to invest in this new mine of American wealth.

Passengers by the Steamships.

The following is the number of passengers carried by the different steamship lines in 1864:

Eastward. Westward. Total.

Liverpool, New York and Philadelphia Steamship Company	9,364	32,926	42,290
Cunard line, New York	2,947	8,128	6,070
Cunard line, Boston	2,092	2,422	4,514
Cunard Emigrant line	1,860	8,143	10,008
Hamburg line	2,638	10,355	12,993
Bremen line	2,534	12,222	14,756
Canadian Mail line	3,752	12,389	16,141
Galway line	102	793	895
National line	2,465	14,112	16,577
Glasgow (Anchor) line	1,356	4,075	5,431
French Mail line	468	628	1,096
London line	689	3,091	3,780
Casual steamers	36	735	771
Total	30,303	105,014	135,317

Croton Aqueduct Department.

The receipts and expenditures of the Croton Aqueduct Department during the past year are given below. It will be seen that there is an increase in the receipts of the department over 1863 of \$27,990 25.

RECEIPTS.

	1863.	1864.
Water Rents	\$869,642 39	\$895,612 72
Penalties and fines	11,316 51	11,621 55
Permits for taps	2,572 00	2,779 00
Permits for sewers	16,169 00	15,375 00
Permits for vaults	18,155 64	19,686 79
Materials sold		770 73
Total	\$917,855 54	\$945,845 79

EXPENDITURES.

Water pipes and laying	\$123,556 98	\$168,056 79
Street repairing	101,926 48	68,042 56
Trap-block pavement	51,877 83	67,185 84
Sewers, repairing, etc.	59,261 98	43,809 29
Sewerage system surveys		2,498 52
Wells and pumps	2,350 58	2,700 82
Salaries	65,978 94	78,830 08
Water works extension	225,885 73	91,977 48
Contingencies	6,919 31	743 74
Wells and pumps, repairing	2,369 58	2,700 82
Aqueduct, repairs, &c.	90,225 38	56,587 23
Total	\$730,352 74	\$583,182 62

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending Jan. 13, 1865, was as follows:

Passengers	\$8,724	55
Freight and live stock	35,908	50
Mails and sundries	2,493	25

Total	\$47,126	30
Corresponding week of 1864	51,930	36

Decrease	\$4,804	06
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The earnings of the Marietta and Cincinnati Railroad for the 1st week in January:

	1865.	1864.
Passengers	\$9,929	87
Freight	9,527	59
Mail, express & telegraph	1,086	83

Total	\$20,543	79
Corresponding week of 1864	11,352	15

The earnings of the Grand Trunk Railway for the week ending Jan. 7, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	\$28,816	00
Express, freight, mails and sundries	3,124	00
Freight and live stock	77,203	00

Total	\$109,143	00
Corresponding week, 1864	91,415	00

Increase	\$17,728	00
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The following is a comparative statement of the earnings of the Chicago and Northwestern Railway for the 1st week of Jan., 1864, \$155,289 05 Corresponding week of 1864 67,687 73

Increase	\$87,601	32
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The earnings of the Chicago and Rock Island Railroad for the 2d week in January, 1865, were \$72,492 00 Corresponding week of previous year 40,690 00

Increase	\$31,802	00
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The earnings of the Michigan Southern and Northern Indiana Railroad for the 2d week of January, 1865, were \$82,287 00 Corresponding week of previous year 49,078 00

Increase	\$33,209	00
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The earnings of the Michigan Central Railroad for the 2d week in Jan., 1865 \$61,509 00 Corresponding week of previous year 35,054 00

Increase	\$26,455	00
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The earnings of the Cleveland and Toledo Railroad for the 1st week in Jan., 1865 \$50,594 00 Corresponding week of previous year 27,593 00

Increase	\$23,001	00
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The earnings of the Toledo and Wabash Railroad Company for the first half of January, 1865, were \$70,970 00 Corresponding week of previous year 24,755 00

Increase	\$46,215	00
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The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Dec. 31, 1864, were:

	1864.	1863.
Passengers	\$3,692	16
Freight	14,727	06
Express	104	16
Mails	296	58

Total	\$18,819	96
Increase	\$7,667	27

Receipts from January 1st to Dec. 31:		
1864	\$587,077	77
1863	414,511	43

Increase	\$172,511	34
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Finances of New Jersey.

From the Message of the Governor we learn that the finances of this State are in a most healthy condition.

The receipts for the fiscal year from the usual sources were \$535,683 28, and the disbursements for the same period, \$496,410 28, leaving a balance on hand of \$39,273.

The State is out of debt.

The total amount of available school funds is \$611,439 29.

The balance in favor of the war fund is \$324,546 75.

The whole amount of bonds issued by the State, for the war fund is \$2,590,600.

The State has paid, or will pay this year, on interest and to extinguish bonds, \$252,000.

The premiums on the sale of State bonds amounted to over \$50,000.

The State claims, for its advances to the United States Government, a balance of \$940,037.

Railroad Earnings--Monthly.

The earnings of the Erie Railway for the month of Dec., 1864, were \$1,267,414 58

Corresponding month last year 985,320 89

Increase \$282,093 69

The earnings of the Cleveland and Toledo Road for the month of Dec., 1864, were \$208,291 00

Corresponding month of previous year 184,309 00

Increase \$23,982 00

The earnings of the Michigan Central Railroad for the month of Dec., 1864, were \$376,470 40

Corresponding month of previous year 306,186 38

Increase \$70,284 02

The earnings of the Cleveland and Pittsburgh Railroad for the month of Dec., 1864, were \$201,169 40

Corresponding month of 1863 180,408 39

Increase \$20,761 01

The earnings of the Chicago and Rock Island Railroad Company for the month of Dec., 1864, were \$308,187 00

Corresponding month of previous year 192,056 00

Increase \$116,131 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the month of Dec., 1864, were \$398,091 00

Corresponding month of previous year 341,608 00

Increase \$56,483 00

The earnings of the Toledo and Wabash Railroad for the month of Dec., 1864 \$222,851 16

Corresponding month of 1863 96,208 70

Increase \$126,647 46

The earnings of the North Pennsylvania Railroad Company for the month of December, 1864, were \$63,761 66

Corresponding month last year 46,597 60

Increase \$17,164 06

The traffic receipts of the European and North American Railway for the month of Dec., 1864, compared with the corresponding month last year, is as follows:

	1864.	1863.
Passengers	\$4,836	17
Freight	5,877	03
Express	459	30
Mails and Sundries	476	30

Total \$11,172 50 \$12,068 28

Decrease in 1864 \$895 78

Railroads--The Theory of Construction, Earnings and Dividends.

The recent attempt to depreciate the value of the shares of the Erie Railway, affords an appropriate occasion to consider the propriety of the payment of dividends by a company, at the same time it is increasing its construction account.

We may start from the incontrovertible premise that the earnings of all roads must, as a rule, be in ratio to their cost. A similar rule holds in every department of industry and trade. If an increased or augmented result is sought, it must be upon increased means of investment—otherwise the royal road to wealth would be found, in which the result would bear no proportion to the agency employed.

It is in obedience to such a necessity that the capital of every railroad in the United States has been increased from one to ten fold, and always in appropriate ratio to its increased earnings. The Erie Railway was commenced upon an estimate cost of \$6,000,000—a sum not equal to one half of its present earnings. It was opened in 1851 at a cost of \$24,000,000. It earned in 1852 \$3,537,766. We will assume that in 1864, its capital account, capitalizing its leased roads, to be double that at its opening—or \$48,000,000. In the meantime there has been applied to construction net earnings to the amount of \$20,000,000, making the total cost of the road to the stockholders, \$68,000,000, a sum nearly three times greater than the cost the day it was opened. Its earnings in the same time have increased in four-fold ratio.

But such increase of capital and earnings, great as it is, has not been so striking as that of the main line of the New York Central Railroad, for an equal period after it was opened. The last link in this road, the Attica and Buffalo was opened in 1842. On the 30th of September, 1843, the cost of the Mohawk and Hudson, Utica and Schenectady, Syracuse and Utica, Auburn and Syracuse, Auburn and Tonawanda, and Attica and Buffalo, was \$7,625,780. Its total earnings for the year were \$1,108,131. Neither the consolidated company, nor the more important lines that compose it, ever omitted a dividend. Yet its capital account has been increased more than five-fold since the date of its opening; at the same time that at least \$15,000,000 of earnings have been applied to construction. Its earnings in the meantime have increased ten-fold. This road was constructed at an early day, and had consequently to be entirely rebuilt, which partly accounts for the enormous increase in its construction account. Unlike the Erie, it always enjoyed a good credit which enabled it to borrow at low rates, and to increase its capital to any desired extent without appropriating what belonged to the stockholders in the shape of dividends. Their regular payment in the face of an enormously increased construction account, is one of the causes why the market value of its stock is so deservedly high.

The history of these two roads is that of any other important line in the United States. The Reading Railroad was opened in 1842 at a cost of \$7,112,292. It earned in 1843 \$394,318. Its capital account had increased to \$28,000,000 in 1864, and its earnings to \$7,000,000. In the meantime \$15,000,000 of earnings have gone into construction. Its cost had increased six-fold and its earnings nearly twenty-fold. If we take roads more recently constructed we shall find similar, though not so striking illustrations of the increase of the cost of roads in ratio to earnings, for the reason that the science of construction is now thoroughly understood. A modern road is very different from one built twenty years ago. The Michigan Central Railroad was opened in 1852 at a cost of \$8,156,000. Its earnings that year were \$1,069,948. Its capital account in 1864, was \$14,000,000, and its earnings \$4,200,000. In the meantime it applied earnings to the amount of more than \$7,000,000 to construction, so that the road has really cost the stockholders over \$20,000,000. The Illinois Central was to cost \$17,000,000. It has cost more than twice that sum. It has increased its

earnings since its opening in 1856, from \$1,961,730, to \$4,500,000 in 1864. In the same time net earnings to the amount of \$5,000,000 have been applied to construction.

From what has been stated it will be seen that a rapid increase in the construction account of the railways of this country is inevitable, and that such increase must always be in approximate ratio to their increased earnings. How shall the means for such increase be provided? from capital or from the perpetual application of earnings to construction? If the latter alternative should be adopted, the stockholders of many of our best managed and most productive and prosperous companies would never receive directly a penny on their investments either presently, or at any probable future period; nor would such investments have any considerable market value, no matter how productive the roads were, provided such companies shall make any provision for the transaction of the legitimate business of their lines. Not to do this would be to refuse to carry out the object for which these roads were undertaken, and would inevitably lead to the construction of more lines, and to ruinous competition. A railroad is built to accommodate the traffic of the section it traverses. If that traffic increases should not the original capital account be augmented? There is just as good reason for the increase as there was for the first outlay.

The objection to such increase, if there be any, is based upon the distrust of the management of railroads rather than on any violation of a correct business principle. From the inadequate provisions made in the outset for construction, nearly all our companies have at one time or another fallen into great embarrassments. With large earnings in many cases, no dividends have been paid, or if commenced have been omitted from the constant and steady demand for construction, and from the inability of the company to borrow money except at ruinous rates. The hopes of the owners of railroad property have been disappointed so often, that it had come to be regarded as a difficult problem to tell whether or not a dividend had been earned. Necessity for a long time compelled the application to construction of whatever was received. But, gradually, one after another of our companies completed their roads, and emerged from their embarrassments still with the same necessity as ever upon them to add to their facilities as their business increased. The Erie company does not propose to provide an equipment more approved in form, or in higher condition than that at present in use, nor a more perfect roadway. Should it determine for the future to limit its business to its present capability, then the whole enterprise may be regarded as consummated in a completed road, and with an adequate income upon its cost. It is a perfectly simple and easy matter for it to pay regular dividends for the future, without increasing its capital. But it can, in such case increase its earnings only in a very small ratio. There never was a time in which such increase was prospectively so great. Within the past year a great line, the Atlantic and Great Western Railway has been completed which carries the gauge of the Erie to St. Louis. This tributary is already earning at the rate of \$5,000,000 annually—a sum much larger than the Erie earned upon a cost of \$24,000,000. The whole traffic of this road is tributary to the Erie for nearly all its entire length. To accommodate it will require one hundred engines costing at the present time \$2,500,000 and probably two thousand cars, costing say \$2,000,000 more. Additional track will also be required. The outlay contemplated will enable the company to earn in 1865, \$3,000,000, over the earnings of \$13,200,000 in 1864—which is half a dollar of increased income for every dollar of additional outlay. With its present equipment the road could not increase its earnings over those of the past year.

We presume that no one objects that such increase of capital is not wise. The question is whether while it is going on it is expedient for the company to pay dividends. If they have been actually earned, and if such additional capital

must increase, instead of weaken the ability of the company to pay them in the future, we can see no possible reason why they should not be paid. If the road is actually earning eight per cent. on its stock, the latter is worth par, and the payment of dividends at this rate will cause the stock to be sought for at that price. No one questions that such earnings have been made. If so the present stockholders are entitled to their benefit. The present generation as well as the future have some rights, and no duty is more imperative upon any body of directors than to adopt such a line of policy as will give to the securities of their roads, a price which shall correspond as nearly as possible to their real value. If no dividends are to be paid except by companies whose construction is fully closed we must forego for all time dividends upon nine-tenths of our roads, and among them many of our most productive and best managed lines and virtually destroy the value of investments which have cost their owners nearly \$1,000,000,000.—*Jerome, Riggs & Co.'s Circular.*

Appropriation of Land for Use of Railroad.—Injunction.—Acquiescence in Use of Land.—Compensation for Same.

The late case of *Pettibone vs. The La Crosse and Milwaukee Railroad Company and others*, was an appeal from the Circuit Court for Columbia Co., Wisconsin, to the Supreme Court of that State.

The nature of the action is stated in the opinion of the court.

The complaint, after stating the unlawful appropriation of the plaintiff's land to the use of the railroad company, and that no compensation had been made therefor, demanded that the damages which he had sustained might be assessed, and the defendants be adjudged to pay the same, and that in the meantime and until such compensation were made, the defendants should be enjoined from running cars over the land.

The answer alleged, among other things, that "if the premises were entered upon taken or used as in the complaint alleged, the same was done with the acquiescence and consent of the plaintiff."

After the evidence on the part of the plaintiff was closed both parties insisted that the court should assess the damages which the plaintiff had sustained; but the court decided that it could not do so under the decision of this (Supreme) Court in *Davis vs. The La Crosse and Milwaukee Railroad Company*, 12 Wis. 16, and both parties excepted.

The evidence introduced by the defendants in support of their answer is sufficiently stated in the opinion of the Court.

The case was tried and submitted upon an agreement that it might be taken under advisement. The judgment was afterwards rendered.

The court found that the plaintiff's land described in the complaint had been taken by the railroad company, and appropriated for its use more than three years before the commencement of the suit, and that no compensation had been made therefor to the plaintiff, and granted an injunction order according to the prayer of the complaint. The finding of the court was silent as to the question whether the entry and appropriation by the railroad company, had been made with the plaintiff's consent.

A motion for a new trial on the ground that the judgment was contrary to law and the evidence, was overruled, and exceptions taken. The following is the opinion of the court which was delivered by.

Paine, J.—This action was brought to enjoin

the defendants from running their cars across the plaintiff's land, upon the ground that no compensation has been made for the land.

The counsel for the appellants (defendants) contended that the decision of this court in the case of *Davis vs. The La Crosse and Milwaukee R. R. Co.* 12 Wis. 16, should be overruled, and that no injunction should be granted to restrain a railroad company from running their cars over any land upon which they had built their track, until it appeared that the compensation for the land had been legally ascertained. It was said that either party, the owner of the land as well as the company could move in that matter and have the compensation fixed, and therefore if he did not do that he ought not to be allowed to enjoin the company from using his land.

But if there had been no change in the law, we should adhere to the decision in the *Davis* case, upon the ground that it was for the company to take the initiative, when it wished to appropriate the land of another, and did not devolve upon the owner to set in motion the proceedings designed to divest him of title.

But at its last session the legislature enacted that the owner might in all cases proceed to cause the damages to be assessed, and that no injunction should issue until they were assessed, Chap. 175, Gen. Laws of 1861. What is the effect of this act upon the question, the conclusion to which we have come in this case makes it unnecessary for us to determine. Whether it infringes in any degree, upon the constitutional right of the citizen to have his property or the compensation for it, or is a regulation of the mode of proceeding in such cases which the legislature may legitimately enact, is a question that can be settled upon argument when it necessarily arises:

But we have come to the conclusion that independently of the effect of this statute, and of the decision in the *Davis* case, there were good grounds for denying the injunction in this case. We think a decided preponderance of the evidence shows that the company altered the location of its road, and ran the track where it now is upon the plaintiff's land, at his instigation and upon his promise to give them the right of way. This being so, it is a good answer to his application for an injunction, whether his promise was made in such form as to be binding upon him in law or not. His counsel argued the case upon the theory that if such promise was void under the statute of frauds, then it could have no weight in determining the plaintiff's right to an injunction. But this by no means follows. Such a conclusion would be entirely repugnant to all the reasoning upon which a part performance of a parol contract for the sale of lands, which is void under the statute of frauds, is held to take the case out of the statute. In such cases, courts of equity not only refuse to interfere in behalf of the party who seeks to rely on the statute, but actually interfere against him, and compel him to perform the contract, and this upon the ground that to allow him to set up the statute would operate as a fraud upon the other party, and leave him liable to an injury for which he could not be properly compensated.

We do not say that the facts disclosed here would be sufficient to justify a specific performance against the plaintiff, nor that they would not. But whether they would or not we think them

fully sufficient to justify a refusal of an injunction in his behalf, which may be refused upon slighter grounds than would be required to enforce a specific performance against him.

An injunction is an extraordinary remedy, and as was said by this court in Sheldon *vs.* Rockwell, 9 Wis., 180, the granting or refusal of it, "rests in the sound discretion of the court. They are never granted when they are against good conscience or productive of hardship, oppression, injustice or public or private mischief." The authorities cited in that case show that they will not be granted where the party complaining has unreasonably acquiesced, by mere silence, and inaction in the appropriation of his property for public improvements. And how much more clearly should they be refused where the original appropriation was at his instigation and under a promise by him to give the right of way.

The invalidity of an agreement at law will not prevent a court of equity from looking at it, to see whether either party is attempting to use it to work a fraud or wrong upon the other. Blakesly *vs.* Johnson 13 Wis., 530. And the same principle is applicable to the determination of the right to an injunction.

It is undoubtedly true that considerable inconvenience might result from granting such an injunction. And although we do not consider that as a sufficient ground denying it where the party has not unreasonably acquiesced in, and did not originally invite the act of which he complains, yet where either of these facts did exist, the inconvenience resulting from an injunction adds great force to the reasons for its refusal. When the owner stands upon his legal rights, it is for the company to take the necessary steps to acquire the right of running over his land, and perhaps his mere inaction for a time should not be too strongly construed into acquiescence in view of the course of decisions sustaining the rights of companies to enter preliminarily for purposes of location, survey, &c., before making compensation. But where it appears that the party invited them to enter, and promised to give the right of way, it may fairly be assumed that the company neglected in consequence of such acts on his part, to take the steps necessary to obtain the right.

And that being so, whatever may be his rights at law, he ought not to be allowed to impose on the company, or on the public the inconvenience of an injunction.

The court below properly refused to go into the question as to the amount of compensation.

The mode prescribed by the charter is the only way of arriving at that.

But for the reasons already stated, the judgment of the Circuit Court is reversed, with costs. Judgment reversed.

Passports and the Railroads.

By the regulation requiring passports from persons entering the United States from Canada, travel through Canada from points in the United States is about used up. The Great Western and Grand Trunk Roads have given up the through passenger business, and have withdrawn their express trains, to save the expense of running them light. It is reported that the express trains will be withdrawn from the New York Central Branch between this city and Suspension Bridge. Western passengers all go by the south shore. The Michigan Central Company has withdrawn one of its express trains from Detroit to Chicago.—*Rochester Democrat.*

Currency of Loyal States.

Statement of the approximate amount of legal tender and other notes in circulation, January 1, 1865:

United States notes (currency proper)	\$433,000,000
Fractional and postage currency	21,000,000
One years 5 p. c. legal tender notes	41,000,000
Two years 5 p. c.	13,000,000
Two years 5 p. c. coupon	50,000,000
Three years 6 p. c. comp. int. notes	120,000,000

Total United States issues	\$670,000,000
National Bank notes	76,000,000
State Bank notes	120,000,000

Total of all kinds of notes	\$866,000,000
But as the interest notes are not in general circulation these ought to be deducted, viz	216,000,000

Leaving	\$650,000,000
as the amount of notes in actual use.	

[2] The imports and exports of the precious metals into and from France, for the year ending September 30, 1864, were:

Imports.	Exports.
Gold	£13,231,823
Silver	8,373,257
Total	£21,605,080

Ship Canal Around Niagara Falls.	£20,810,810
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The Chicago Board of Trade has adopted a series of resolutions in favor of a Ship Canal around Niagara Falls, and authorized the appointment of an agent to proceed to Washington and urge upon Congress the duty of providing for the construction of the work. It is claimed that this canal would create a new bond of Union between the east and the west, and forever secure the military and commercial ascendancy on the great lakes to the government and citizens of the United States.

[2] The new bridge of the Chicago and North Western Railway Company, across the Mississippi River at Clinton, and connecting their Galena air-line division with their Iowa lines, was completed on the 7th inst. This will add very largely to the earnings of this company, as it enables them to accommodate the business of that section of country which is tributary to their Iowa lines, and which heretofore, owing to the difficulty of crossing the river, has to a considerable extent sought other means of access to Chicago.

[2] The tunnel under the Apennines, on the Bologna and Florence railroad, has just been opened to the public, and the line is now open from Turin and Milan to Rome and Naples without any other interruption than the few miles which separate Civita-Vecchia from Orbitello, on the Tuscan coast.

Geo. Quackenbush, Stock Commission Broker,

30 BROAD STREET,

(Johnston's Building.)

NEW YORK.

GOVERNMENT SECURITIES, RAILWAY STOCKS,
&c., Bought and Sold on Commission.

OFFICE OF THE

METROPOLITAN

Insurance Company,

NO. 108 Broadway,

NEW YORK, January 10, 1865.

STATEMENT OF THE BUSINESS AND CONDITION OF THE COMPANY ON THE 31ST DAY OF DECEMBER, 1864.

Unearned Premiums, January 1, 1864..... \$167,139 80

Premiums received in 1864, as follows:

On Marine Risks..... \$493,313 46

On Fire Risks..... 437,235 04—930,548 50

Total Premiums..... \$1,097,688 30

Premiums marked off as earned from

January 1 to Dec. 31, 1864..... \$778,026 34

Less Return Premiums..... 56,460 56

Net Earned Premiums..... \$721,565 79

Losses paid during the year:

On Marine Risks..... \$170,656 54

On Fire Risks..... 206,468 63

Total losses..... \$377,125 17

Reserved for losses unadjusted..... 20,625 18

Expenses, Re-insurance Commission and Taxes (less interest received)..... 198,293 12—596,043 47

Net profit..... \$125,522 31

The capital of said Company actually paid up in cash is..... \$300,000 00

The surplus on the 1st day of January, 1865..... 458,321 84

Total amount of Capital and Surplus..... \$758,321 84

ASSETS, JANUARY 1ST, 1865.

Amount of cash on hand and in Bank..... \$106,741 19

Amount of cash in hands of Agents and in course of transmission..... 41,746 56

Amount of U. S. and N. Y. City Stocks and Bonds..... 187,029 50

Amount of Loans on Bonds and Mortgages, being first lien of record, on Unincumbered Real Estate..... 185,550 00

Amount of Loans on Collateral, payable on demand..... 92,375 00

Amount of other Miscellaneous Items..... 20,500 00

Amount due for Premiums on Policies issued at office..... 19,167 77

Amount of Bills Receivable for Premiums on Marine Risks..... 91,455 70

Interests due and accrued, but not yet payable..... 13,756 12—\$758,321 84

The Board of Directors have this day resolved to pay a dividend of

SIX PER CENT.

on the outstanding Certificates of Profits, to the holders thereof or their legal representatives, on and after MARCH DAY, the 20th of February next; also a dividend of

TEN PER CENT.

on the Capital Stock of the Company, payable in Cash on demand; also a dividend of

FIFTY PER CENT.

in scrip, on the net earned Participating Premiums of the Company for the year 1864, for which Certificates will be issued on and after the 20th day of March next.

DIRECTORS:

JAS. LORIMER GRAHAM, DUDLEY B. FULLER, HENRY V. BUTLER, EDWARD A. STANSBURY, GILBERT L. BEECHMAN, JOSEPH B. VARNUM, CHARLES P. KIRKLAND, BOWERS R. McILVAINE, FRED'K H. WOLCOTT, JOSEPH B. VARNUM, JR., WILLIAM K. STRONG, WATSON E. CASE, JOHN C. HENDERSON, LORRAINE FREEMAN, GUSTAVUS A. CONOVER, EDWARD MACOMBER, MARTIN BATES, JR., J. LORIMER GRAHAM, JR., PASCUAL W. TURNER, SAM'L D. BRADFORD, JR., FRANKLIN H. DELANO, GEO. W. HATCH.

JAMES LORIMER GRAHAM, President.

ROBERT M. C. GRAHAM, Vice-Pres't.

EDWD A. STANSBURY, 2d Vice-Pres't.

JOHN C. GOODRIDGE, Secretary.

**UNITED STATES
DISINTEGRATING
ORE COMPANY,**
OFFICE, - - - - 74 BROADWAY,

ROOMS, 14 AND 15.

3m-3

**STEEL BOILER FLUES
AND
STEEL
FIRE BOX PLATES.**

**RUSSELL & HOWELL'S
HOMOGENEOUS METAL
BOILER TUBES,**

1 1/2 to 6 inches outside diameter cut to any given length
One half the thickness, and much stronger and more durable
than Iron or Copper.

WITH GREAT SAVING IN FUEL.

Imported and for sale by

T. M. TYNG.
61 Cedar St.,
New York.

Great Northern Oil Co.

OFFICE 24 BROAD STREET,

And 67 Exchange Place near B'way.

CAPITAL, - - - \$2,000,000.

Manufacturers and Sole Proprietors of the

HENDRICK LUBRICATOR.

Also dealers in SPERM, LARD, WHALE, and other
OILS.

OFFICERS.

JOHN BRYAN, President, New York.

JACOB S. ATWOOD, Vice-Prest.

J. A. WISNER, Sec'y and Treas'r.

E. E. HENDRICK, Superintendent.

WM. N. MARCUS, Gen. Agent.

WM. G. FORD, S. T. SUIT,
Formerly of Memphis, Tenn. Formerly of Louisville, Ky.

**FORD, SUIT & CO.,
BANKERS,
15 Broad Street, New York,**

Dealers in Foreign and Domestic Exchange. Government Securities, Stocks, Bonds and Gold bought and sold exclusively on Commission.

GEO. E. H. GRAY, CASHIER.
Formerly of Louisville, Ky.

THE ERIC RAILWAY COMPANY,
No. 187 WEST ST., NEW YORK, Jan. 5, 1865.

DIVIDEND.—The Directors of this Company have this day declared a Dividend from the Earnings of the Road for Six months, ending 31st December, ultimo, of THREE AND ONE-HALF per cent. on the PREFERRED STOCK.

Also, a Dividend of FOUR per cent. on the COMMON CAPITAL STOCK.

Both payable (less the Government tax of five per cent.) at the Treasurer's Office, Erie Place, on WEDNESDAY, the First day of February next, to the Registered Holders of Stock at the closing of the books.

The Transfer Books of both Preferred and Common Stock will be closed on the afternoon of MONDAY, the 18th inst., and be re-opened on the 2d of February.

34-2 HORATIO N. OTIS, Secretary.

**Travelers Insurance
COMPANY,
HARTFORD CT.,**
INSURES AGAINST
ACCIDENTS OF EVERY DESCRIPTION,

CAPITAL, - - \$500,000.

FIVE DOLLARS ANNUAL PREMIUM

Will insure \$5,000 against accidental loss of life while traveling by any public conveyance.

TEN DOLLARS PREMIUM

Secures a policy for \$5,000 and also \$25 per week compensation for personal injury, incapacitating the assured from his ordinary business.

TWENTY-FIVE DOLLARS PREMIUM

Secures a full policy for \$5,000 and \$25 per week compensation for all and every description of accident, traveling or otherwise.

Policies for \$500, with a \$3 per week compensation, can be had for \$3 per annum, or any other sum between \$500 and \$5,000 at proportionate rates.

INSURANCE TICKETS

Will soon be on sale at all the Railway Stations covering the passenger with \$3000 Insurance in case of fatal accident, and \$60 Per Month compensation for personal injury—at the rate of 10 cents for 24 hours travel.

JAMES G. BATTERSON, President.
RODNEY DENNIS, Secretary.

HENRY C. MARSHALL, General Ticket Agent.

EDGAR FORMAN, Agent,
161 Fulton St., cor. Broadway, New York.

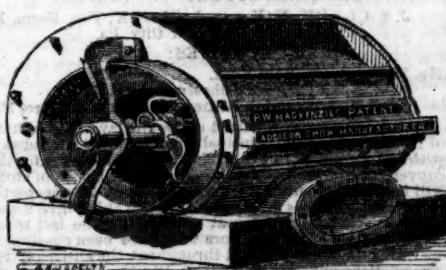
FOR SALE.

20 Platform Cars—4-8 $\frac{1}{2}$ or 4-10 Gauge.
2 Locomotives 4-8 $\frac{1}{2}$ Gauge, 24 Tons, 15x20 Cylinder.
1 " " 4-8 $\frac{1}{2}$ " 28 " 15x24 "
1 " " 5-6 " 24 " 14x20 "

KASSON & CO.,

67 Exchange Place, New York.

**SMITH & SAYRE,
PROPRIETORS AND MANUFACTURERS OF THE
MACKENZIE PATENT
BLOWER & CUPOLA,
PATENT
GAS EXHAUSTOR
AND COMPENSATOR.**



THIS Blower is a Force Blast Machine, compact, durable and requires only one-third the power necessary to drive a Fan Blower. For all purposes where a pressure of Blast is required they are quite equal to cylinders, and can be driven with one-third the power, while their cost is trifling in comparison. We manufacture these Blowers and Cupolas to melt from 1 to 15 tons Iron per hour. They will save one-quarter to one-half the time required by the old style Cupola, and from 25 to 35 per cent. of coal. Address

**SMITH & SAYRE,
458 Broadway, N. Y.**

**IMPROVED LOW
PRESSURE STEAM WARMING
AND
VENTILATING APPARATUS.**

WYLLYS H. WARNER,

LATE

HILLS & WARNER,

No. 3 Murray St., New York.

The first and only Low Pressure Steam Heating Apparatus with OPEN BOILER ever used for warming and ventilating

Public and Private Buildings,

Hotels, Churches, Hospitals,

Green Houses, &c., &c.

WARRANTED EFFICIENT, ECONOMICAL AND SAFE.

REPORT OF THE DIRECTORS

OF THE

Ninth National Bank

TO THE STOCKHOLDERS,

JANUARY 10th, 1865.

The election was held this day, the whole number of Shares entitled to vote being Ten Thousand. There was cast for each of the Directors six thousand and fifty-four votes. For this flattering and unanimous vote the Directors respectfully tender their thanks, and hoping for increased prosperity during the coming year, they desire to report that they find the condition of the Bank to be this day as follows:

STATEMENT.

ASSETS.

Loans and Discounts	\$2,931,942 20
U. S. Securities	5,741,493 27
Due from other Banks	1,889,271 94
Legal Tender Notes and Specie	2,638,563 48
Bills and Checks on other Banks	1,251,897 79

LIABILITIES.

Capital Stock	\$14,503,168 68
Surplus Profits, after paying five per cent.	\$1,000,000 00
Dividend	166,937 59
Dividends Unpaid	14,915 00
Circulation	897,785 00
Deposits	12,428,531 29

\$14,503,168 68

We invite the co-operation of the Stockholders in extending the business of the Bank. The organization is now well perfected, and we are making improvements to enable us to put the Government business in a separate department, which will give us greater facilities for conducting the business the community see fit to favor us with.

It will be observed that this Bank has a surplus of \$166,937 59 after paying a semi-annual dividend of five per cent., and its deposit line which this day reaches almost twelve and a-half millions, shows its business to be among the largest in the city.

Our bank is located at the corner of Broadway and Franklin street, is convenient to a large part of our City Merchants.

DIRECTORS.

WILLIAM A. KOBBE, THOMAS A. VYSE, JR.
GEO. A. WICKS, BARNET L. SOLOMON
GEO. A. FELLOWS, SOLOMON L. HULL,
CHAS. MINZESHEIMER, J. O. WHITEHOUSE,
JOSEPH U. ORVIS.

JOSEPH U. ORVIS, President.
JOHN T. HILL, Cashier.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, Dec. 22, 1864

AT A MEETING of the Board of Directors, held this day, it was resolved that a dividend of five per cent. in cash, free of Government tax, be paid on the first day of February next, to the holders of full-paid shares of this Company, registered the 20th day of January next, and that the transfer books be closed on the said 20th day of January and opened on the 31st day of February.

THOMAS E. WALKER, Treasurer.

GRICE & LONG'S STEAM PASSENGER CARS.



GRICE & LONG
PATENTEES OF STEAM PASSENGER CARS,

FOR STREET AND OTHER RAILROADS,

AND

• BUILDERS OF ALL DESCRIPTIONS OF CARS.

Fulton Works, No. 1340 Beach street, Philadelphia,

Office 182 Broadway, New York.

The attention of all interested in Railroads is invited to our Steam Cars for city or other Railroads. Their economy, durability, and efficiency command them to all who have them in use, or witnessed their operation. They are now being introduced on Street and Suburban Roads in and adjacent to the principal cities; also on Tributary Roads. With minimum weight and expense they have maximum power and capacity, and are free from noise and smoke. They can ascend the steepest grades, and turn the shortest curves with facility. We are also prepared to execute orders for all other descriptions of Cars. Circulars with detailed information will be furnished on application.

C. W. BETTS.

E. H. DENSLAW.

**Betts & Denslow,
BANKERS and BROKERS,**

No. 24 William Street,

NEW YORK.

Gold, Government Securities, State and Railroad Stocks and Bonds, bought and sold on Commission exclusively, at the NEW YORK STOCK EXCHANGE.

**James Wadsworth & Co.
61 CEDAR ST.,
NEW YORK.**

**RAILWAY COMMISSION MERCHANTS.
IMPORTERS AND DEALERS IN
ENGLISH AND AMERICAN RAILS.
CHAIRS, SPIKES, TYRES,
Boiler Tubes, etc., etc.**

CONTRACTS MADE FOR

**LOCOMOTIVES,
FREIGHT AND PASSENGER CARS.**

**Railroad, City, and County
BONDS NEGOTIATED
UPON FAVORABLE TERMS.**

JAMES WADSWORTH.

T. MITCHELL TING.

ODDIE & GAMBLE,

Stock, Bond & Gold Brokers,

NO. 3 BROAD ST.,

NEW YORK.

ORVILLE ODDIE,
(Late Oddie, St. George & Co.)

ARTHUR GAMBLE.

MOTT BROTHERS,

(SUCCESSORS TO MOTT, HILL & CO.,)

BANKERS and BROKERS,

NO. 30 BROAD STREET,
NEW YORK.

CHAS. ST. J. MOTT.

GEO. H. MOTT.

STOCKS, BONDS, GOLD AND GOVERNMENT SECURITIES, bought and sold on Commission. Interest allowed on deposits. Collections made in all parts of the country.

GOODYEAR BROTHERS & DURAND

BANKERS,

No. 18 Broad St., New York

INTEREST ALLOWED ON ACCOUNTS, subject check at sight, as with Banks. Collections made on accessible points, at the lowest rates.

ALL KINDS OF GOVERNMENT SECURITIES,

RAILROAD STOCKS, BONDS, GOLD, &c., bought and sold on commission. Orders filled in Philadelphia and Boston without extra charge. Coupons and interest on United States Registered Bonds Collected.

CHAS. GOODYEAR, Banker, Schoharie Co. Bank, N.Y.
GEO. GOODYEAR, New Haven, Ct.
GEO. G. GOODYEAR, HARVEY DURAND.

REFERENCES.

HON. JOHN J. CISCO, late Assistant U. S. Treasurer,
JACOB RUSSELL, Esq., Cashier U. S. Treasury,
H. T. MORGAN, Esq., (of H. T. Morgan & Co.), New York.
HON. ERASTUS CORNING, Albany, N. Y.
A. B. JOHNSON, Esq., Utica, N. Y.
JAY COOKE & Co., Washington.

**RICHARD DUDGEON,
MACHINIST,**
24 COLUMBIA ST., NEW YORK,
WOULD respectfully inform his friends and the public
that he has removed to his new Building No. 24
Columbia Street, where he is prepared to furnish

Hydraulic Jacks,
of from 4 to 150 tons
lifting power. **PULL-
ING JACKS** of different sizes.

Hydraulic Presses
WITH PLATES.
Hydraulic Punches
for punching iron from
three-eighths to 1 inch
thick. **Force Pumps**
for Hydraulic Presses.
Force Pump for testing
tubes, cylinders etc.

STEAM CARRIAGES for good hard roads.—
Squirtin Oil Cans, also Denver's Patent Steam Hammer

**A. WHITNEY & SONS
CAR WHEEL WORKS,**

Callowhill & Sixteenth Sts.,

PHILADELPHIA, PENN.,

FURNISH CHILLED WHEELS for Cars, Trucks, and
Tenders. CHILLED DRIVING WHEELS and TIRES
for Locomotives. ROLLED and HAMMERED AXLES &
WHEELS and AXLES FITTED COMPLETE.